BOOKBINDING by European method with the best material and under European supervision at THE "DAILY PRESS" OFFICE. Always pronounced equal to home work, and *prices very moderate.*

PRINTING OF ALL KINDS at the *most moderate prices* at THE "DAILY PRESS" OFFICE. All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. *Estimates given.*

Hongkong Daily Press.

ESTABLISHED 1857.

CHUNG NGOI SAN PO (Chinese *Daily Press*), PUBLISHED DAILY, is the oldest and still immeasurably the best medium for Advertising among the Native Community.
Established for nearly FORTY YEARS circulates largely throughout Southern China Indo-China, etc.
Terms for Advertising (Translations free) can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents.
Documents translated from or into Classic or Colloquial Chinese.

No 13,017 號七十四零千三萬壹第 日五十二月一十年五十二緒光 HONGKONG WEDNESDAY, DECEMBER 27TH, 1899. 三禮拜 號七十二月二十年九十八百八千壹英港香 PRICE $2½ PER MONTH.

NEW ADVERTISEMENTS

NOTICE.

HER EXCELLENCY LADY BLAKE will be at HOME on TUESDAY, January 2nd, from 4 to 6 P.M.
Government House,
Hongkong, 27th December, 1899. [3229

JUST LANDED.

A FRESH Consignment of AUSTRALIAN ROSE BUD BRAND FRESH ROLL BUTTER.
Also,
AUSTRALIAN BUTTER CUP BRAND CREAMERY BUTTER,
in 1 lb. Tins.
H. RUTTONJEE,
13, & 15, D'Aguilar Street,
and
21, & 22, Elgin Road, Kowloon.
Hongkong, 27th December, 1899. 3224

AN EVENING CONCERT
Will be given
on FRIDAY, December 29,
in the
BUNGALOW, KOWLOON,
(kindly lent for the occasion by the Hon. C. P. CHATER, C.M.G.)
in Aid of
THE "MISSUS AND KIDS" FUND,
Under the Patronage of Colonel Retallick and Officers of the Hongkong Regiment and the leading Kowloon Residents.
Tickets $1 each. Concert to commence at 9 p.m.
Tickets may be obtained from the Members of the following Committee:—Messrs. Aitken, Crumpston, Farr, Jack, Longworth, Main Mackenzie, Muskett, Reid, Kitchie, Sayer, Skertchley, Smart, Stackwood, Dr. Swan, and Mr. Wilks.
C. McD. SMART,
Hon Secretary.
Hongkong, 27th December, 1899. [3231

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),
TO-DAY (WEDNESDAY),
the 27th December, at NOON, near the Douglas Steamship Co.'s Wharf,
ONE STEAM LAUNCH
in good order and Condition,
built of TEAKWOOD and COPPER FASTENED throughout. Length 50 feet; Beam 9 feet; Depth 6 feet; ENGINES COMPOUND, CYLINDERS 7 and 13 inches by 9 inches Stroke. BOILER of STEEL ROUND HORISONTAL MULTITUBULAR 4 feet diameter by 5 feet.
The Launch will be open to inspection near the Wharf on the morning of day of sale.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th December, 1899 [3230

GOVERNMENT NOTIFICATION.
No. 710.

THE following Particulars of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, on WEDNESDAY, the 3rd day of JANUARY, 1900, at 3 P.M., are
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 16th December, 1899. 3227

Particulars of the Letting by Public Auction Sale, to be held on WEDNESDAY, the 3rd day of JANUARY, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, at Jardine's Bazaar, East Point, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor to Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements N.	S.	E.	W.	Contents in Square ft.	Annual Rent	Upset Price
			ft.	ft.	ft.	ft.		$	$
1	Inland Lot No. 1,574.	Jardine's Bazaar, East Point.	6.0"	34'.6"	39'4."	52'.5"	428	13	630

2ND VISIT IN HONGKONG.
FOR A FEW DAYS ONLY
DR. M. SCHLOSSER.
SURGEON CHIROPODIST.
3, DUDDELL STREET, HONGKONG,
Room No. 11, First Floor,
Consulting Hours from 9 A.M. till 5 P.M.

THE system employed by MR. SCHLOSSER which has received the highest praise from the leading European and American papers, as well as from leading Medical men, does not consist in cutting the callosity of the Corn, for the more this is cut the larger it grows and, extending, produces inflammation, and gives rise to abscesses which may be followed by serious consequences too numerous to mention. To thoroughly CURE CORNS, BUNIONS, SOFT CORNS and all diseases of the feet, THE GERM of the evil, which is its ROOT, MUST BE EXTRACTED, that is to say, the white point forming a kind of eyelet must be taken away. Sometimes there are several of these which produce a number of Corns from the same growth, which are formed in the course of time and encouraged by too frequent cutting of the upper portion of the Corn.

MR. SCHLOSSER'S process is the only one which extracts the root of the evil in a single operation, PAINLESSLY, WITHOUT BLEEDING, and in a FEW MINUTES, allowing the patient to put on his boots and walk away immediately afterwards WITHOUT INCONVENIENCE, as is proved by more than 10,000 TESTIMONIALS.

Amongst them are some from IMPERIAL ROYAL FAMILIES, STATESMEN, DIPLOMATISTS, MILITARY MEN, CLERGYMEN, EDITORS AND THE HIGHEST MEDICAL MEN.

Consulting Rooms 3, DUDDELL STREET, Hongkong,
Room No. 11, First Floor,
FOR A FEW DAYS ONLY.

NEW ADVERTISEMENTS

IN THE MATTER OF ORDINANCE No. 2 OF 1892,
AND
In the Matter of the PETITION of SIR JAMES FORTESCUE FLANNERY, of No. 9, Fenchurch Street, in the City of London, Naval Architect, and Marine Engineer, and WILLIAM BOYD, of North House, Longbenton, in the County of Northumberland, Engineer, for LETTERS PATENT for the exclusive use within the Colony of Hongkong, of an Invention for "Improved liquid fuel-supplying arrangements for Marine boiler furnaces," for which Her Majesty's LETTERS PATENT were on the 19th day of July, 1898, granted to the said SIR JAMES FORTESCUE FLANNERY and WILLIAM BOYD.

NOTICE is hereby given that the Petition, Specification and Declaration required by the above-cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said SIR JAMES FORTESCUE FLANNERY, and WILLIAM BOYD, by MATTHEW JOHN DENMAN STEPHENS, their duly authorized Agent and Attorney, to apply at the Sitting of the Executive Council hereinafter mentioned for LETTERS PATENT for the Exclusive use within the said Colony of Hongkong of the above named invention.

And Notice is hereby also given that a sitting of the Executive Council before whom the matter of the said Petition will come for decision will be held in the Council Chamber at the Government Offices, Victoria, Hongkong, on MONDAY, the 8th day of January, 1900, at 11 A.M.

Dated the 23rd day of December, 1899.
MATTHEW J. D. STEPHENS,
18, Bank Buildings, Hongkong,
The Agent and Solicitor for the said Sir JAMES FORTESCUE FLANNERY and WILLIAM BOYD.
3228

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship
"WOOSUNG,"
Captain Dowson, will be despatched as above TO-DAY, the 27th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th December, 1899. 3223

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship
"HAICHING,"
Captain Davis, will be despatched for the above ports TO-MORROW, the 28th inst., at DAYLIGHT.
For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.
General Managers.
Hongkong, 26th December, 1899. 3222

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO, AND YOKOHAMA.

THE Imperial German Mail Steamship
"KARLSRUHE,"
OF THE NORDDEUTSCHER LLOYD,
Captain G. Dannemann, due here with the outward German Mail about the 29th inst., will leave for the above places about 24 hours after arrival.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 27th December, 1899. [8

NIPPON YUSEN KAISHA.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO, AND SINGAPORE.

THE Company's Steamship
"HITACHI MARU"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.
Optional goods will be landed here unless instructions are given to the contrary before noon To-day.
Goods not cleared by the 1st proximo will be subject to rent.
All ship-damaged packages must be left in the Godowns, where they will be examined on SATURDAY, the 30th inst., and FRIDAY, the 5th proximo, both days at 10 A.M., upon notice of such damage being sent in beforehand to this office.
All claims must reach the undersigned before the 5th proximo, or they will not be recognised.
No Fire Insurance has been effected.
NIPPON YUSEN KAISHA.
Hongkong, 25th December, 1899. [3226

PORTLAND CEMENT
J. B WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.
Hongkong, 16th September 1899. [3132

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
TO-DAY (WEDNESDAY),
the 27th December, 1899, at 12 O'CLOCK, NOON,
at No. 12, Cochrane Street.
The whole of the
HOUSEHOLD FURNITURE, &c.
Comprising:—
MARBLE TOP CENTRE TABLE, CHEFFONIER, MIRRORS, PICTURES and ORNAMENTS, CENTRE CARPET, BRASS MOUNTED Double IRON BEDSTEADS.
WARDROBES with 2 BEVELLED GLASS DOORS, MARBLE TOP DRESSING TABLES, MARBLE TOP BUREAU with GLASS, and MARBLE TOP WASHSTANDS.
One COOKING RANGE.
&c., &c., &c.
Also,
at 2.30 P.M.
at No. 19, Cochrane Street.
DRAWING ROOM and BED ROOM FURNITURE.
Comprising:—
TAPESTRY COVERED SUITE, MARBLE TOP CENTRE TABLE, MIRRORS, PICTURES, ORNAMENTS and BEVELLED GLASS CHEFFONIER.
BRASS MOUNTED Double BEDSTEADS, DRESSING TABLES, WASHSTANDS and VIENNA CHAIRS.
CROCKERY and GLASS WARE,
&c., &c., &c.
TERMS OF SALE:—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 25th December, 1899. 3151

GOVERNMENT NOTIFICATION.
No. 638.

THE following Particulars of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, THIS DAY (WEDNESDAY), the 27th day of DECEMBER, 1899, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 9th December, 1899. 3174

Particulars of the Letting by Public Auction Sale, to be held THIS DAY (WEDNESDAY), the 27th day of DECEMBER, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, at Mong-Kok-Tsui, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements N.	S.	E.	W.	Contents in Square ft.	Annual Rent	Upset Price
			ft.	ft.	ft.	ft.		$	$
1	Kowloon Inland Lot No. 496.	Mong-Kok-Tsui.	70	70	44.6	44.6	3,115	44	1,560

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction,
TO-MORROW (THURSDAY),
the 28th December, 1899, at 2.30 P.M., at Nos. 4 and 6, COCHRANE STREET,
THE WHOLE OF THE
HOUSEHOLD FURNITURE,
Also
1 COTTAGE PIANO (in good condition).
(Full particulars from Catalogues).
TERMS:—As Customary.
On view on day of Sale.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 22nd December, 1899. 3197

PUBLIC COMPANIES

OLIVERS FREEHOLD MINES LIMITED.
QUEEN MINES LIMITED.

A PRIVATE MEETING of SHAREHOLDERS in the above Companies will be held at their offices, 38 and 40, Queen's Road Central, TO-DAY (WEDNESDAY), the 27th inst., at half past Two in the Afternoon.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 22nd December, 1899. 3194

THE HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that the FIFTEENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Registered Offices of the Company 38 and 40, Queen's Road Central, TO-MORROW (THURSDAY), the 28th day of December, 1899, at NOON, for the purpose of receiving the Report of the General Managers together with a Statement of *Accounts for the year ending* 30th November, 1899.
The TRANSFER BOOKS of the Company will be CLOSED from the 16th to 28th instant, both days inclusive.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 13th December, 1899. 3103

RAINIER BEER.
PURE, SPARKLING, INVIGORATING AND HEALTHGIVING.
"*Undoubtedly the best Beer that has yet been brewed in America.*"
PRICE:—
Per Case of 6 dozen PINTS . . . $13.50 net.
" " 4 " QUARTS . . . $13.50 net.
Apply to the newly-appointed
SOLE AGENTS for Hongkong and South China
A. S. WATSON & CO., LTD.
768a

MANILA CIGARS.
ALWAYS ON HAND THE BEST MARKS
FROM
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.
J. M. DE ZUNIGA,
Entrance: ICE HOUSE STREET (Victoria Hotel.)
2918

CADBURY'S CHOCOLATES.
EMPRESS CHOCOLATE.
CHOICEST CHOCOLATE. CHOCOLATE CREAMS.
CHOCOLATE JORDAN ALMONDS.
ASSORTED CHOCOLATE, in Fancy Boxes and Bags.
CADBURY'S COCOA, in ¼ and ½ lb. Tins.
THE VICTORIA DISPENSARY.

COOKING RANGES
ENGLISH MADE
IN 5 SIZES
FROM $30.
OIL COOKING STOVES
SPECIAL ATTENTION IS CALLED TO OUR STOCK OF
OIL WARMING STOVES
FOR OFFICES, &c.
LANE, CRAWFORD & CO.
31a

BISMARCK & CO.,
28A, PRAYA CENTRAL,
SHIP CHANDLERS, PROVISION, and COAL MERCHANTS, have for sale Paints of all kinds, Engine Oil, English and Japanese Coal, &c. Just received a shipment of HAWSERS of 1s Patent CAST STEEL WIRE ROPES, IRON BEDS, INDICATOR and BELL with Nos. 6 to 24, Russian hemp, tarred ropes 1" to 5". Moet & Chandon Champagne, Agents for DEWAR & Co. KIEL IMPERIAL and LAGER BEER. [a2645

FOR SALE.
STOCKBROKERS' TELEGRAM CODE.
CLOTH: 49½ P.P.—$50: POSTAGE EXTRA: APPROVAL.
"CODE,"
2955 Care of Office of this Paper.

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).
SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON,
CONTRACTORS TO H. M. GOVERNMENT.
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the best combination of metal and ASBESTOS ever introduced. Reduces friction to a minimum on Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR METALLIC" BOILER JOINTS as SUPPLIED to H.M. and other FOREIGN NAVIES. ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and FUNNEL PAINTS. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities. "CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market.
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
Chief Superintendent ... ... THOMAS SKINNER.
Superintendent ... ... ARCHIBALD RITCHIE.
37a DODWELL & CO., LIMITED, General Managers.

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brand are favourably known all over the World.
The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
$22.50 per doz.
Distinguished by 4 Stars on the label.
ANOTHER FINE COGNAC, $16.75 per doz.
Less old than the above.
THE ELITE OF WHISKY:—
THE "PALL MALL,"
$20 per doz.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.
C. P. & CO.'S OWN SPECIAL BLEND WHISKY,
$10.75 per doz.
Very soft, palatable, and mature.

C. P. & CO.'S INVALIDS' PORT,
$20 per doz.
This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassall
DOURO PORT,
$14.25 per doz.
A fine, full, and fruity wine.
AMOROSO SHERRY,
$20 per doz.
LA TORRE SHERRY,
$16.75 per doz.
A natural and most pleasant wine to the taste
BENEDICTINE LIQUEUR—D.O.M.,
$39.75 per doz.
EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICES.
Agents—SIEMSSEN & CO., HONGKONG. [a40

JUST LANDED
IN SPLENDID CONDITION.
A LARGE VARIETY OF THE BEST ENGLISH AND FRENCH CONFECTIONERY
AT
PRICES: FROM $1.00 TO $2.00 PER LB.
G. GIRAULT,
38a 6, QUEEN'S ROAD CENTRAL

AQUARIUS.
ESTD 1864.
"THE LATEST THING IN MINERAL WATERS THAT WE HAVE HAPPENED UPON IS "AQUARIUS." WE HAVE TRIED IT PLAIN, WE HAVE TRIED IT WITH WHISKY, AND HAVE NOTHING BUT GOOD TO SAY OF IT."
MAN OF THE WORLD, LONDON.
15, Queen's Road, Hongkong. Estd. 1864.
CALDBECK, MACGREGOR & CO.,
AGENTS,
Telephone No. 75. AQUARIUS COMPANY. 133a

COTTAM & CO.
HAVE RECEIVED A
NEW STOCK OF WINTER UNDERCLOTHING
AND THE LATEST STYLE IN
SCARVES AND COLLARS.
a34

CLUB WHISKY
$12.00 per doz. $12.00 per doz.
A FIRST CLASS WHISKEY AT A POPULAR PRICE.
H. PRICE & CO.,
12, QUEEN'S ROAD.

PEERLESS SCOTS WHISKIES
OF
HAIG & HAIG, LD., Distillers since 1679.
3 Star, SPECIAL—The finest of all "Ben" WHISKIES, at $13.00
5 Star, LIQUEUR—Exquisite flavour, best in the World for Club or Private use at... $19.00
Stop drinking rank, Smoky Stuff, because "it comes through the SODA"—
Try HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicately flavoured.
Only with Proprietors in all colours. Sole Agents for Hongkong.
R. BLACKHEAD & Co.

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout.
Wines and Groceries imported specially from Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor
CHARGES MODERATE. [43

PEAK HOTEL
AND
CRAIGIEBURN.

THE PEAK HOTEL is situated at Victoria Gap, adjoining the Tramway Terminus. 1,350 feet above sea level.
CRAIGIEBURN is situated at Plunkett's Gap, five minutes walk from Peak Hotel.
Fine healthy location—variety of beautiful scenery.
Cool southerly breezes in Summer, with perfect protection against the North East Winds in Winter.
Well appointed rooms, attentive service and excellent Cuisine.
A. MOIR, Manager.
City Office, 7, Duddell Street. [a77

THE WAVERLEY HOTEL.
ICE HOUSE STREET, HONGKONG,
A
FIRST-CLASS PRIVATE FAMILY HOTEL.
VISITORS WILL FIND THE WAVERLEY HOTEL UNSURPASSED FOR COMFORT, CLEANLINESS, AND GOOD COOKING. [192a

THE CONNAUGHT HOUSE.

A FIRST CLASS HOTEL of 45 Bedrooms, elegantly furnished.
The Hotel is situated near all the Banks and Principal Offices in the Colony.
Special Attention paid to the Comfort of Guests.
Cuisine excellent; under Experienced Management.
Terms Moderate.
A FONSECA,
Manager.
Hongkong, 1st December, 1899. [3000

METROPOLE HOTEL,
SAUKIWAN ROAD.

UNDER entirely new Management.
Finest Brands of Wines, Spirits, and Beers.
BILLIARDS.
Telephone No. 123.
S. J. GRANVILLE,
Proprietor.
Hongkong, 14th October, 1899. [2634

HING KEE HOTEL
(ESTABLISHED 1873)
MACAO.

THIS First class and well-famed establishment is pleasantly situated in the centre of PRAIA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE." [1780

"BOA VISTA" HOTEL
MACAO.

THE only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Management.
Steam Launch for Picnic or Shooting parties.
MACAO is distant 40 miles West of Hongkong and the journey is made each day (Sundays excepted) by the Magnificent Saloon Steamer "HEUNGSHAN" in 3 hours, leaving Hongkong at 2 P.M., and Macao at 8 A.M.
Connection made by Company's Steamer to and from Canton.
TOURISTS should not miss the chance of visiting this famous old City.
For Terms, apply
J. H. CHESNEY,
Manager.
Telegraphic Address, "Boavista." [2497

VICTORIA HOTEL,
SHAMEEN—CANTON.

THIS FIRST CLASS HOTEL having been thoroughly renovated, and a new specially built 3 Storey wing added to it, now affords splendid Accommodation for 40 to 50 Visitors.
The Bed Rooms are airy and comfortably furnished and the Dining and Sitting Rooms are spacious and replete with every convenience for Tourists.
Excellent CUISINE and best Wines.
The Hotel's Boat Boards all Steamers on their arrival and departure.
Telegraph Address "VICTORIA, Canton."
A. B. C. and A1 Codes used.
MADAR & FARMER, T. F. DA CRUZ,
Proprietors. Manager.
Hongkong, 16th November, 1899. [2874

XMAS & NEW YEAR PRESENTS
SUITABLE
FOR
FINE DISPLAY
OF
JEWELLERY AND WATCHES,
AT
OUR NEW PREMISES,
No. 40, QUEEN'S ROAD, WATSON'S BUILDING.
LEW HUNG KWONG.

SHIPPING.

ARRIVALS.

Dec. 25, BENLARIG, British str., 1,454, Robbie, Foochow 23rd December, General.—GIBB, LIVINGSTON & Co.
Dec. 25, TROILS, British str., 2,569, Moses, Singapore 17th December, General.—ARNHOLD, KARBERG & Co.
Dec. 25, BENLOMOND, British steamer, 1,735, McIntosh, Moji 20th December, Coal.—GIBB, LIVINGSTON & Co.
Dec. 25, TAIWAN, British str., 1,109, Harder, Chinkiang 21st December, General.—BUTTERFIELD & SWIRE.
Dec. 25, PATROCLUS, British str., 3,548, Dickens, Shanghai via Amoy 22nd December, General.—BUTTERFIELD & SWIRE.
Dec. 25, NIPPON MARU, Japanese str., 3,302, J. F. Allen, San Francisco 25th Nov., and Shanghai 22nd Dec., Mails and General.—TOYO KISEN KAISHA.
Dec. 25, SWATOW, German str., 685, P. Fespersen, Haiphong 23rd December, Rice and General.—A. R. MARTY.
Dec. 25, HITACHI MARU, Japanese str., 3,836, R. Tod, Singapore 20th December, General.—NIPPON YUSEN KAISHA.
Dec. 25, LEANDER, Norwegian str., 1,752, Olsen, Cardiff 4th December and Singapore 17th Dec., Coal.—DODWELL & Co. LD.
Dec. 25, FUSHUN, Chinese str., 1,504, W. H. Lunt, Shanghai 22nd December, General.—CHINESE.
Dec. 26, PRINZ HEINRICH, German str., 3,902, H. Supmer, Yokohama 16th December, General.—MELCHERS & Co.
Dec. 26, CHIYUEN, Chinese str., 1,211, Wm. Jamieson, Shanghai 23rd Dec., General.—CHINESE.
Dec. 26, HATING, French str., 750, Jenssen, Haiphong 24th Dec., Rice.—A. R. MARTY.
Dec. 26, KIANGNAN, Chinese str., 1,374, Brissander, Chinkiang 21st Dec., General.—CHINESE.
Dec. 26, FUTAMI MARU, Japanese str., 2,381, J. Thom, Nagasaki 22nd Dec., General.—NIPPON YUSEN KAISHA.
Dec. 26, HINSANG, British str., 1,248, Crockett, Moji 21st Dec., Coal.—JARDINE, MATHESON & Co.
Dec. 26, MAUSANG, British str., 1,125, Kynoch, Hongay 24th Dec., Coal.—JARDINE, MATHESON & Co.
Dec. 26, SISHAN, British str., 845, Jones, Saigon 21st Dec., Rice.—BRADLEY & Co.
Dec. 26, TSURUGISAN MARU, Jap. str., 2,560, J. Narasaki, Kutchinotzu 24th Dec., Coal.—MITSUI BUSSAN KAISHA.
Dec. 26, TRAFALGAR, British 4 masted barque, 1,616, M. S. Wright, Hongay 15th Dec., Ballast.—SANDER, WIELER & Co.
Dec. 26, KANSU, British str., 1,158, Sommerville, Canton 26th Dec., General.—BUTTERFIELD & SWIRE.
Dec. 26, WUHU, British str., 1,250, Benson, Canton 26th Dec., General.—BUTTERFIELD & SWIRE.
Dec. 26, WOOSUNG, British str., 1,150, Glegg, Canton 26th Dec., General.—BUTTERFIELD & SWIRE.

(For further Shipping Intelligence see Supplement.)

TO-DAY.

Auction of Steam launch near Douglas Steamship Wharf, Messrs. Hughes & Hough, at noon.
Auction of Household Furniture, &c., at No 12 Cochrane Street, Mr. V. I. Remedios, at noon.
Private Meeting of the Shareholders of Olivers Freehold Mines Limited, Queen Mines Limited, at 38 and 40 Queen's Road Central, at 3.30 p.m.
Auction of Crown Land, Kowloon Inland Lot No. 496, at the Offices of the P. W. D. at 3 p.m.
Meeting of Zetland Lodge No. 525, E.C. at the Freemasons' Hall, at 5.30 for 6 p.m.

TO-MORROW.

Meeting of the Hongkong High-level Tramways Co. Limited, at 38 and 40 Queen's Road Central, at noon.
Auction of Household Furniture at Nos. 4 and 6 Cochrane Street, Mr. G. P. Lammert, at 2.30 p.m.

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, TO-DAY (WEDNESDAY), the 27th inst., at 5.30 for 6 P.M., precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 22nd December, 1899. 3193

GREEN ISLAND CEMENT COMPANY LIMITED.
PORTLAND CEMENT,
$5 per Cask of 375 lbs. net ex Godown,
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 8th December, 1899. [a3063

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CYCLE
EMPORIUM.

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fittings of every description. Bargains can be had in second hand Machines. Repairs executed with promptitude and skill.
Enamelling a speciality.
McKIRDY & CO.,
43 & 43A, QUEEN'S ROAD EAST.
Hongkong, 3rd November 1899. [a2461

RAMBLER CYCLES,
AT $130.

ALL that are anticipating purchasing a wheel for next season; should before deciding on their mount inspect the Ramblers in the HONGKONG HOTEL Corridor.
The best value on earth for the Money. Double tyres and steel rims and all the latest improvements in Cycle Construction. Accessories of every description.
RAMSEY & CO.,
The Rambler Agency.
Hongkong, 20th September, 1899. [a2388

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.30 a.m. ...Every quarter of an hour
8.30 a.m. to 9.30 a.m. ...Every ten minutes.
9.30 a.m. to 10.45 a.m. ...Every quarter of an hour.
11.30 a.m. to 3.00 p.m. ...Every quarter of an hour.
3.30 p.m. to 6.30 p.m. ...Every quarter of an hour.
6.30 p.m. to 8.0 p.m. ...Every ten minutes.
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.
SATURDAYS.
Extra Night cars at 11.30 and 11.45 p.m.
SUNDAYS.
8.15 a.m. to 10.15 a.m. ...Every half hour.
10.30 a.m. to 11.00 a.m. ...Every ten minutes.
Noon to 2 p.m. ...Every quarter of an hour
2.45 p.m. to 8 p.m. ...Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.

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CONFECTIONERY.

WINES AND SPIRITS.
SCOTCH WHISKIES, IRISH WHISKIES
AMERICAN WHISKIES, BRANDIES,
PORTS, SHERRIES, CLARETS,
LIQUEURS, CHAMPAGNES,
&c., &c.
OF THE FINEST QUALITY.

CHRISTMAS
AND
NEW YEAR CARDS.

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY
ESTABLISHED 1841. [28

NOTICE TO CORRESPONDENTS

ONLY *communications relating to the news columns should be addressed to* THE EDITOR.

Correspondents must forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Telegraphic Address PRESS.—A.B.C. *Code.*
P.O. Box 33. *Telephone No.* 12.

MARRIAGES.

On the 16th December, 1899, at the Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., EDGAR TILDEN MONROE VAN BERGEN, son of E. VAN BERGEN, M.A., of Niagara, U.S.A. to CATHERINE ETHEL, eldest daughter of Fitney PAGE, of Shanghai.

On the 19th December, 1899, at the Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., PERCY LONSDALE MCALL, B.A., M.B., Ch. B., of the London Mission, Hankow, son of the late Rev. Robert MCALL, to WINIFRED, daughter of the late Horatio BATEMAN, Esq., of Redhill, Surrey.

The Daily Press.

HONGKONG, December 27th, 1899.

At the last meeting of the Sanitary Board a letter was submitted from Mr. C. VIVIAN LADDS, the Colonial Veterinary Surgeon, suggesting that the period during which certain classes of game may not be offered for sale should be extended, and that quail, which at present may be offered for sale all the year round, should be included in the prohibition. The Board considered the suggestion a good one and decided to forward it to the Government with a recommendation that it be adopted. Now the question as regards quail was carefully considered in connection with the Ordinance passed in 1884, and when that Ordinance was replaced by another in 1885 (the one now in force) the decision arrived at upon that point was not disturbed. As the law now stands quail are included in the definition of game, and no person may kill or take game without a licence, issued under such conditions as the Governor in Council may from time to time decide; but while pheasant and partridge are further protected by prohibiting their sale during certain months, quail may be and are sold in the market the whole year round. They are generally sold alive. As the question of prohibiting their sale during the breeding season has again been raised it may be useful to recall the reasons by which the legislature was influenced in 1884. As originally drafted the Bill placed quail on the same footing as pheasant or partridge, but when the second reading was reached that ardent sportsman and game preserver, the late Hon. P. RYRIE, said:—"My objection to the Bill is that I am informed "quail is held in high estimation by the "Chinese, who use it every day in certain "preparations of their food, and it might be "a hardship to them if this measure is passed. "Quail, I believe, are kept for months, and "it would be hard to deprive the Chinese "of them." The Bill was postponed for the consideration of this point, and at a subsequent meeting Mr. RYRIE formally moved that the word "quail" be struck out of the section. Sir THOMAS JACKSON, who was then a member of Council, seconded, and in doing so said quail was an article of diet all the year round among the Chinese and it would press hardly on them to interfere with them in that matter. The amendment was carried without a division, quail being accordingly struck out of the prohibition. The decision then at arrived at may possibly have been a mistaken one, but the onus of showing that it was so rests on those to reverse. No attempt has been made to show that such was the case, the Sanitary Board having apparently adopted Mr. LADDS's suggestion as a matter of course without giving it any consideration whatever. It can hardly be contended, we think, that quail have been becoming scarcer and that they require increased protection on that account. The fact that they are so highly esteemed by the Chinese as an article of their daily diet may in itself afford some guarantee against their extermination.

If any alteration is to be made in the game laws it might be well to authorise the shooting of kites and magpies by the holders of licences. If these birds of prey were not protected, and if sportsmen gave them a little of their attention, there would be a considerable increase of game in the colony. The late Mr. RYRIE's attempt to breed rabbits on Stonecutters was frustrated by the kites, and oth kites and magpies prey on he young of all descriptions of game, nor are poultry yards exempt from their depredations. It is perhaps not desirable that kites and magpies should be exterminated, even if that were possible but we cannot see that they are entitled to the protection now accorded them.

H.M.S. *Woodcock* was to leave Shanghai for the Upper Yangtsze about the 23rd December, and H.M.S. *Woodlark* five days later.

The decision of the Appellate Court of New York in the Bank of China case is not final, and the Bank is appealing to the Supreme Court of the United States.

Lieut. T. D. Jackson, King's Own Regt., has taken up the duties of A.D.C. to His Honour Sir A. Swettenham, Acting Governor of the Straits Settlements.

We hear it is not improbable that British North Borneo may have to ask for military assistance from the garrison of Hongkong for the suppression of the Mat Salleh rising.

Attention is called to the advertisement appearing in another column with reference to the concert to be given at Kowloon on Friday evening in aid of the "Missus and Kids" Fund.

Dr. M. Schlosser, Surgeon Chiropodist, is making a second visit to Hongkong and may be consulted for a few days at No. 3, Duddell Street. Dr. Schlosser on his previous visit gave satisfaction to his patrons.

The Osaka Shoshon Kaisha is petitioning for subsidies amounting to 520,000 yen annually for extended services on the Yangtsze and the coast of China, and proposes to spend 700,000 yen for building godowns at the various China ports.

The *Kobe Chronicle* of the 19th December says:—We learn that the German steamer *Ingraban*, which has run for some years on the China coast, has been sold through Messrs. Booker & Co. to the Seko Kaisha. She changed her flag yesterday morning and goes into dry dock to-day.

The prospectus has been issued at Shanghai of the China Telephone Co., Limited, a Company about to be formed to obtain the thirty years' franchise offered by the Municipal Council of Shanghai for working a telephone exchange. The proposed capital is Tls. 150,000 divided into 3,000 shares of Tls. 50 each.

A sad accident occurred on H.M.S. *Barfleur* on Sunday afternoon. A bluejacket named Rodwell was aloft engaged in the preparations for the Christmas decorations, when he lost his hold and fell to the deck, the fall proving fatal. In consequence of this accident, which threw a gloom over the ship's company, the decorations were abandoned.

At about nine o'clock last night a fire broke out in a three-storeyed house at No. 1, Ship Street, Wanchai. An alarm was given and the Fire Brigade were soon on the scene and got to work. The house where the fire originated was practically burned out, but very little other damage was done, the efforts of the Brigade to keep it from spreading being successful.

The U.S.A. transport *Thomas*, having on board 1,584 officers and men for the Philippines, arrived in Singapore roads on the 16th December. The *Thomas* left New York on the 4th November, and has made a fair passage. The health of the men has been excellent, no cases of sickness having occurred, thus making labour light for the sixteen army nurses on board. She is being followed by the *Meade* and *Logan*, both carrying a similar number of troops.

The *N. C. Daily News* of the 21st December says:—The Indo-China steamer *Pechili*, from Wuhu, was towed into port yesterday by the Company's steamer *Lokcang*, in a crippled condition. She left Wuhu with a full cargo for Swatow, and on Monday night, when in the vicinity of Plover Point, the face of the high-pressure cylinder broke, consequently she had to come to an anchor and await assistance. Her repairs will take several days, when she will continue her voyage.

An excellent entertainment was given in the City Hall last night. A most interesting series of kinematograph views were exhibited, including the explosion on the *Maine*, the examination of the *Maine* by divers, the burial of the *Maine* sailors, the battle of Manila Bay, and other pictures. In addition an exceedingly clever performance was given on the xylophone and zither by Madame Meranda and Little Lilly, whose efforts were much appreciated. There will be another performance on Thursday night and another on Saturday night. The show is well worth patronising.

CHRISTMAS CONCERT AT THE GOVERNMENT CIVIL HOSPITAL.

The usual Christmas Concert for the patients in the Government Civil Hospital was given on Monday afternoon. Amongst those present were H. E. the Governor and Lady Blake, Viscount Suirdale, A.D.C., the Bishop of Victoria, Bishop Piazzoli, Mrs. Gascoigne and the Misses Egerton, Hon. J. H. Stewart-Lockhart, Commodore, Mrs. and Miss Powell, Sir Thomas Jackson and Miss Jackson, Colonel Retallick, Mrs. Goodman, Mrs. Ormsby, Mrs. May, the Misses May, Mrs. Keswick, Mrs. Dickson, Mrs. and Miss Hartigan, Captain and Mrs. Hastings, Rev. R. F. Cobbold, Rev. T. F. Johnston, Pastor Kriele, etc., etc.

The programme was altered considerably from its original form, and was as given below. Mr. Ward, who was to have given a pianoforte solo, was unable to play, having injured his hand. Mrs. Vallings's song "Twickenham Ferry" was the gem of the performance. Mr. Stokes's conjuring was excellent and afforded much amusement. The following was the programme:—

PART I.

Pianoforte Duet ... "Morris dance" ..... E. German
Mrs. GOODMAN & MISS STELLA MAY.
Song ..... "Pulaski" ..... Lindsay
Mr. R. F. JOHNSTON.
Song ..... "Husheen" ..... Needham
Mrs. BADELEY.
Recitation .....
Hon. F. H. MAY, C.M.G.
Song ..... "Twickenham Ferry" .....
Mrs. VALLINGS.
Phonograph Selections .....
Dr. JORDAN.
Xmas Carol ... "Shepherds shake off" ..... Besacon

PART II.

Song ..... "Willie's gone to Melville Castle".
Mrs. VALLINGS.
Song ..... "When other lips" ..... Balfe
Mr. JUSTICE GOODMAN.
Song ..... "Winter" ..... Scott Gatty
Mrs. LOWSON.
Conjuring Performance .....
Mr. A. P. STOKES.
Song .....
Mr. LOWSON.
Xmas Carol "On this day was born" ... Old Breton

The Patentees—Macniven & Cameron, Limited,
"DESERVE A NATIONAL MEMORIAL
for their excellent inventions."—*Dover Chronicle.*
THE WAVERLEY PEN. THE PICKWICK PEN.
THE OWL PEN. THE HINDOO PEN.
WAVERLEY WORKS, EDINBURGH.

TELEGRAMS.

"DAILY PRESS" SERVICE.

LONDON, 24th December.

DISEASE AT LADYSMITH.

General White notifies seven deaths from disease.

RAILWAY ACCIDENTS.

There has been a collision on the Brighton line in which three persons were killed and ten injured.

Another collision occurred on the Great Western Railway, three persons being injured.

A Caledonian train over-ran an embankment. Four persons were killed and ten injured.

THE MANCHURIAN RAILWAY AND ITS STEAMER TRAFFIC.

The Manchurian Railway has contracted for six emigrant steamers to be delivered in fourteen months.

DEATH OF THE DUKE OF WESTMINSTER.

The Duke of Westminster is dead.

LORD ROBERTS'S DEPARTURE.

Lord Roberts has left, and meets Lord Kitchener at Gibraltar.

LONDON, 25th December.

NO NEWS FROM THE FRONT.

No news has been received from the front.

CAPE COLONY CONFIDENT.

Cape Colony is confident and furnishes 10,300 men.

Recruits are abundant.

STATEMENT BY LEYDS.

Mr. Leyds denies the *Daily Mail's* positive declaration that Delcassé's (French Minister of Foreign Affairs) intervention has been solicited and affirms that the Boers are well provided.

REUTER'S SERVICE.

LONDON, 24th December.

LORD ROBERTS' DEPARTURE.

Lord Roberts had an inspiriting send off from Waterloo.

THE WAR.

It is now certain that the guns at the Colenso engagement were captured, as also Col. Bullock and a number of the Devonshires.

It is generally believed that General Buller is quietly preparing for a fresh attack on Colenso.

Lord Methuen in the meanwhile is stationary, hoping that the difficulty of provisioning their forces will oblige the Boers to attack.

News from Sterkstroom, dated 16th instant, states that the Boers have increased since the Stormberg reverse, and the country north of Stormberg is now in arms. There is considerable apprehension at Capetown that the rebellion may become widespread, consequent on the recent reverses.

News from Modder River dated 17th inst., states that the Boers are gradually extending their wings round the camp.

OBITUARY.

The death is announced of the Duke of Westminster.

LATER.

MR. LEYDS IN PARIS.

Mr. Leyds is in Paris and it is reported is seeking an interview with M. Delcassé.

The motive of the interview is not explained.

THE SITUATION AT MODDER RIVER.

Reuter's correspondent at Modder River position, 18th instant, states that the Boer entrenchments extend for twenty miles athwart the railway line, and that they are still digging strong works.

The British Camp is in a splendid position on a plain, the nearest hill being five miles distant.

THE DISASTROUS FIRE AT WEST POINT.

Further investigation as to the damage done by the fire at West Point shows that the estimate of $1,000,000 for the three godowns and their contents is about right. The damage to the buildings may be put down at $500,000 and the damage to the goods at a like figure. Goods to the value of $300,000 are covered by insurance, and so far as can be gathered the following Companies are interested:—

Chuen On	$22,000
Commercial and Union	67,000
Tung On	31,000
South British	35,000
Bombay Fire	20,000
North British and Mercantile	10,000
North German	10,000
London & Lancashire	2,000
David & Co.	8,000
Reuter, Brockelmann & Co. ...	9,000
China Fire...	25,000
Carlowitz	4,000

In addition to the above there is the damage done to buildings and goods set fire to by the debris which was sent flying in all directions by the explosions, the goods in the leather godown being insured by Messrs. Siemssen & Co. to the extent of $12,500.

At the Magistracy yesterday a coolie was sentenced to six weeks' imprisonment for stealing from the leather godown.

The keeper of the godown where the fire originated and also the owner were charged at the Magistracy yesterday with storing explosives without a license and were remanded.

SANDAKAN NOTES.

[FROM OUR CORRESPONDENT.]

Sandakan, 18th December.

The U.S. gunboat *Albay* has arrived here to-day, 18th, from Zamboanga. It is expected that the U.S. authorities will follow up the opening of Zamboanga to general trade by the opening of the port of Cota Batu very shortly.

Mr. De Nije, a rubber planter on the Labuk River, has discovered a rubber tree which he believes has been entirely unknown to botanists hitherto, and which is, moreover, indigenous to this country. Its colour is whitish, but the rubber darkens on exposure to the atmosphere, ultimately going perfectly black. Its quality is very good, and the Chinese here are willing to pay $100 for piculs for as much of it as they can get. Samples have been sent to Singapore and Colombo Botanical Gardens for classification, and it is hoped the discovery will prove a valuable one.

No further news is to hand regarding the Mat Salleh outbreak, but it is understood H.M.S. *Rattler* will remain in this vicinity until the matter is settled, peacefully or otherwise.

One new Governor, Mr. Hugh Clifford, is due here in about three weeks' time.

[FROM ANOTHER CORRESPONDENT.]

Sandakan, 19th December.

Mat Salleh is on the warpath again with a large number of followers armed with Sniders. A force of armed police has been sent against him, and it is determined this time that there is to be no "peace at any price" business. The rising has taken place somewhere near Gantian, but very little information leaks out about what is transpiring at the "seat of war."

THE INSURRECTION IN KWEICHOW.

An official telegram from the Governor of Kweichow received at Shanghai states that the insurgents in that province, under the leadership of a notorious character named Ch'en Li-ch'uen—who is alleged to have been connected with the murder of the Rev. M. Fleming—having been joined by a large body of Hunan malcontents from Hengshan, under a bandit named Chang Sheng, at first defeated the troops sent against them, but that when the Keichow troops had been reinforced by a contingent from Hunan the numbers of the opposing forces were more equalised. There were several trial skirmishes in which the Imperial troops were invariably successful and then on the 18th December it was decided to attack the insurgents in force. The battle lasted six hours, resulting in the defeat of the latter and the capture of the Kweichow leader Ch'en, while it is known that Chang Sheng, the Hunan bandit, was carried off the field badly wounded.—*N. C. Daily News.*

THE P. & O. POCKET BOOK.

Travellers by the P. & O. steamers, whether outward or homeward, will find the interest of the voyage enhanced by the companionship of the Company's Pocket Book, a new edition of which has just made its appearance. The first edition, of ten thousand copies, was issued in 1883, but has long been out of print. The present issue, we are told in the preface, is partly old and partly new, but where the information belongs to the former category it has been brought up to date. The book contains a number of maps and photogravure illustrations. Hongkong being one of the places deemed worthy of pictorial representation. There are also plates showing the British and Colonial flags, National flags, and the International Code of Signals, also tables of distances, speed, time, weights and measures, etc. The chief interest of the book lies, however, in the descriptive articles, of which the following is the list:—"The P. O. Company," by Sir Thomas Sutherland; "En Route," by An Old Traveller; "Le Canal de Suez," par Le Comte Charles de Lesseps; "Egypt," by Stanley Lane-Poole; "Notes for a Tour through India," by Sir Edwin Arnold; "China," by Sir Thomas Wade; "Japan," by Henry W. Lucy; and "Australasia," by Hume Nisbet. All of these are extremely interesting and will stimulate the reader's desire to travel.

Of special interest is Sir Thomas Sutherland's short article on the Company over whose fortunes he has so long and ably presided. British residents in the Far East, while recognising the good work done by the Company now and in the past, and entertaining an affectionate regard for the old hong flag under which so many of them have spent pleasant days of travel and come safely through storm and tempest, nevertheless entertain a little grievance against the Company, inasmuch as they would like to see through mail steamers placed on the China run for the accommodation of the growing passenger traffic, for which foreign lines are now making such a strong bid. The change at Colombo is objected to, and when transit without transhipment can be had under other flags considerations of personal convenience are apt to override the inclination to travel under one's own national flag. The Company is this season sending two of its mail steamers straight through and we hope the experiment will convince Sir Thomas that the China passenger traffic is better worth catering for in this respect than he has hitherto given it credit for. Although in his article Sir Thomas Sutherland does not specifically discuss the grievance here alluded to, the following remarks indicate the view he holds upon it:—

"Perhaps the most conclusive proof that speed and regularity must be paid for, may be found in contrasting the conditions of a modern mail steamer with those of a cargo steamer of the same period. Take one of the late type of both kinds. The mail steamer, with a speed of 18 knots, has when loaded and coaled a displacement of 11,485 tons, and the weight of cargo which she carries at that displacement amounts only to 2,057 tons. On the other hand, the cargo steamer, capable of steaming 12 knots (which is considerably above the speed of the ordinary type of cargo vessel), has when loaded and coaled a displacement of 13,054 tons, but the weight of cargo which this latter steamer can lift amounts to 7,376 tons. A comparison of the coal consumption and other items of expenditure would present an equally startling contrast, but to point the moral in this matter, it will probably be enough to add that the mail steamer here alluded to cost a quarter-of-a-million, and the cargo vessel, which is fitted in a superior manner for her class, cost only seventy thousand pounds, or little more than a fourth of the price of the mail ship. Looking at these simple facts it is easy to understand that steam vessels of high speed would not be found in the Eastern trade (where the passenger business is comparatively small in extent and the season of short duration), except for the purpose of carrying out a mail contract."

The force of the argument here put forward may be admitted, but nevertheless we think the China passenger traffic, which is growing at a phenomenal rate, would, if sedulously cultivated, help to keep the Company's dividend up to last year's handsome figure of twelve per cent.

The extracts from the Company's regulations that are included in the Pocket Book indicate the care and attention that are given to the safety of navigation and the comfort of passengers. As passengers are always interested in the table arrangements we make the following extract from the instructions to the pursers and stewards in charge:—

"The point aimed at by the Directors in the distribution of your supplies which will be detailed is that of providing a liberal and tasteful system of messing on board the Company's ships, the result of which will be, in the first place, the entire contentment of passengers, and, in the next, economy of the provisions . . . It is not the first object of your work to keep down expenditure, but it is your first duty to see a table of superior quality maintained on board your ship, and your passengers thoroughly well satisfied."

[ALL RIGHTS RESERVED.]

THE NINETEENTH CENTURY.

A RETROSPECT.

VII.

THE LITERATURE OF THE CENTURY.

BY

SIDNEY LEE.

(*Editor of the "Dictionary of National Biography," &c.*)

No century has made a more substantive contribution to the permanent prose and poetry of the nation than the century which is closing. In certain regions of literature writers in past ages have displayed more commanding power than any that has been displayed during the last hundred years. England has not produced a second Shakespeare among dramatists, nor a second Milton among epic poets, nor a second Pope among epigrammatists, nor a second Gibbon among historians, nor a second Boswell among biographers. On the other hand, in the realms of lyric poetry and romance heights of excellence have been scaled in the present century which were never conquered before. In melody and metrical faculty, in depth and tenderness of feeling, Shelley's "Ode to the Skylark," Keat's "Ode to a Nightingale," many of the sonnets of Wordsworth, many of the songs of Tennyson, transcend like efforts of any poet who preceded them. Sir Walter Scott's "Antiquary," Thackeray's "Esmond," George Eliot's "Adam Bede," are crowning peaks in a world of art which was in a large degree *terra incognita* to the generations that went before. And outside the domain of lyric poetry and romance there are literary paths upon which wayfarers of our century have conferred a splendour hitherto unimagined. Browning's "Ring and the Book" is a more penetrating study of the intricacies of the human intellect; Carlyle's "French Revolution" is a more vivid presentation of stirring historic incident; Ruskin's "Modern Painters" is a more eloquent and sensitive interpretation of pictorial art than any earlier endeavours in philosophic poetry, or in history, or in æsthetic criticism. Beside Browning, Pope is a superficial student of human character; beside Carlyle, Robertson is a halting and a clumsy historian; beside Ruskin, Burke is a purblind critic of art. If, by some unlucky turn of the wheel of fortune, English literature had come to an end in the year 1800 it is no exaggeration to assert that it would have been shorn of more than half its glory.

A SIXTEENTH CENTURY COMPARISON.

From the point of the literary historian the nineteenth century is only comparable to the sixteenth. Both centuries are characterized by an irresistible outburst of intellectual energy and excitement which generated great achievements in all departments of human effort. Under Queen Elizabeth, as under Queen Victoria, the horizon of men's mind was enormously widened. In both eras thought was freed of the most numbing of the fetters that had enchained it in the near past. The emancipation on the eve of the nineteenth century in the French Revolution, just as in the sixteenth century, was translated into action in the intellectual, political and religious movements of the Renaissance and the Reformation. The elation of spirits that inaugurated the new order in the political, intellectual and social systems of the time found at both epochs its most permanent expression in purely imaginative literature. Shakespeare and his literary contemporaries were the children of the new enlightenment of the Reformation and the Renaissance, and it was at the moment that the French Revolution was clarifying anew man's mental vision and remodelling his aspirations that Wordsworth, Shelley, Byron, Keats and Sir Walter Scott were born into the world of letters. The stimulus which the human mind and emotions experienced in England at the outset of this century maintained exceptionally long life in its literature. After the first quarter of the century the tide showed some signs of ebbing, but the appearance was deceptive. There was no convincing proof of exhaustion till the century was nearing old age—at any rate till it had reached its seventh decade. The torch that had been lighted by Wordsworth and Shelley and Byron and Sir Walter Scott passed in full flame, before the century was in its prime, into the worthy hands of Tennyson and Browning and Carlyle and Thackeray. It was not until Tennyson, the last survivor of this mighty band, was laid to rest in Westminster Abbey in 1894 that there was genuine ground for fear that the fountain of great literature which had been running actively since the first years of the century had at length run dry. Not the Elizabethan age nor the most fruitful periods of Greek or Latin literature can match length of years and in evenly sustained energy the single period of creative literary activity that lasted, virtually unbroken, through the greater part of the nineteenth century in England.

GIANTS OF THE OPENING YEARS.

The literature of the century may, for convenience of detailed study be considered in chronological sections, but there is an essential homogeneity about the whole of it that renders chronological division unnecessary and undesirable in a brief general survey. Grounds might be urged for separating the century into at least two periods, the one ending the other beginning at the accession of Queen Victoria. In 1837 the giants of the literary movement of the opening years of the century either were dead or had ceased to write. Among poets, Byron, Shelley and Keats had passed away. Wordsworth had ceased to be a poetic force, save in the sight of admirers more zealous than discreet. Of writers of fiction, Jane Austen had been dead twenty years and Sir Walter Scott five. Among essayists whose work conferred on the literature of the century one of its most distinctive charms, Charles Lamb, the king of essayists, did not survive beyond 1834. Hazlitt died in 1830, and although De Quincey and Leigh Hunt lived more than twenty years longer their best work was done in the pre-Victorian epoch. But the writers of eminence who have exclusive right to the epithet Victorian prove, after allowance has been made for individual idiosyncracies, which in great literature count for much, to belong in spirit to the age of their immediate predecessors. They sought expression for their thought in forms not essentially different from those to which their predecessors devoted their energies, and their thought showed no new departure. It still breathed that faith in the dignity of mankind, in its inalienable right of rational liberty, and in the greatness of its destiny, which was the outcome of the Revolution. Tennyson is nearly at all points Wordsworth's successor—in his sympathy with the lofty political and philosophic sentiment of his contemporaries which he sought to interpret in verse, in his careful observation and in his sympathetic description of inanimate nature, in his command of poetic diction and melody, and also, it is to be admitted, in his lapses into pathos and commonplace. Browning—a twin peak with Tennyson in the range of Victorian poetry—presents a stronger individuality. He is less closely allied to the writers who flourished in his early youth, but in many of his most striking characteristics—in his robust optimism, in the universality and activity of his interests in current life and literature, in his predilection for study of past history, and even in his indifference to the graces of form which degenerated with him at times into a grotesque barbarism—in all these regards Browning betrayed his kinship with Byron and Scott. As a poet, Matthew Arnold marches under the banners of Wordsworth and Shelley; as a critic he is at some points more subtle and at others less sympathetic than Lamb or Hazlitt; but the distinctions are due not so much to difference of age or of innate temperament as to the idiosyncracies that come of accidental differences in youthful training and environment. In fiction the centre of gravity may seem to have shifted between the dates of the publication of "Waverley" on the one hand and of "David Copperfield," or "Adam Bede," or "Vanity Fair," on the other. But all the greatest fiction of the century aims at a like goal—the exact, the vivid, the sympathetic and the optimistic presentation in prose of the complexities of human life and feeling. Whether the novelist rear his structure on history or on personal observation of his contemporaries, his success is due to the same combined power of artistic presentation of human action and convincing, yet magnanimous, interpretation of human motive. Moreover, none of the great novelists of the nineteenth century has failed to emulate that method of seeking in history material for his narrative, which Scott brought to perfection. Thackeray reached the highest point in his career as an artist in fiction at the same time as Dickens, in "The Tale of Two Cities" and "in Barnaby Rudge," worked with all his vigour on more or less documentary foundations. George Eliot was more scholarly and more laborious and therefore less successful in "Romola," when she sought to evolve a romance out of the history of the Florentine reformation. Robert Louis Stevenson, the ablest of recent novelists, made his most sustained bid for reputation by pursuing the historical trail of Scott, and Stevenson had many disciples who are still sedulously treading in his footsteps. The main and most artistic stream of prose romance in England has been faithful throughout the century to the channel that Sir Walter Scott first glorified.

TWO MASTER HISTORIANS.

But the nineteenth century has not only won its literary triumphs by virtue of the exercise of the imagination in poetry and romance. Throughout the century history and criticism, in which the imagination plays a more or less limited part, has flourished conspicuously. The two chief practisers of the arts of history and criticism in the nineteenth century were long lived. Their work was well begun before the Queen commenced to reign; it continued long after. Carlyle was born five years before the end of last century; Macaulay was born in the first year of the present century. Carlyle is one of the most distinctive figures of the whole period of nineteenth-century literary activity, with which his life was almost exactly conterminous. He was thoroughly imbued with the large ideas of man's social perfectability to which the leaders of the French Revolution gave expression in their cry for liberty and fraternity. But he was at the same time a potent critic of many of the social tendencies which the French Revolution set in motion. He warned his contemporaries of the dangers inseparable from the levelling spirit of a democratic age, with a greater practical effect than any man of letters has compassed before by dint of more passive penmanship. To Carlyle's essays and lectures may in part be attributed that definite recognition of the limitations inherent in a purely democratic ideal to which in the earlier decades of the century the eyes of the mass of men seemed closed. But Carlyle's chief literary work was done in the fields of history. He did not take so wide a view of an historian's function as Gibbon, nor did he seek to write history on so grand and dignified a scale. Carlyle toiled assiduously in the dry-as-dust repositories of historical learning, within a comparatively narrow field; but, by force of a rare imaginative insight into human life and character, he recalled to life scenes of the past with a truth and realism which no poet or novelist, working with unlimited right and power of invention, has excelled in pith and moment. Carlyle's "French Revolution," and portions of his "Frederick the Great," set before the reader historic episodes with something of the dramatic intensity of the historical plays of Shakespeare. At the same time as Carlyle was writing, Macaulay was also making masterly contributions of somewhat similar calibre to the literature of the century. His knowledge of books and records was as great as Carlyle's if not greater, but his historical achievement is on a lower plane. He possessed far less imaginative intuition. His mental horizon was limited by temporary conditions of current political conflict. His conception of historical fact was coloured by partisan prepossessions which, viewed in relation to the great destinies of the human race, seem puny, and, in a historian, tend to unveracity. Carlyle, even Gibbon, had strong prejudices, but they were cast in a larger mould. They left the historical spirit in the main unclouded.

In style Carlyle and Macaulay were as the poles asunder. The spasmodic irregularity of the one has nothing in common with the disciplined orderliness of the other. Macaulay's influence on the English prose style has been far greater and on the whole more beneficial than Carlyle's. Carlyle's style was a bow of Ulysses, which none but himself could draw. In any other hands, it become an implement of burlesque. Macaulay's style was less impracticable. It was mainly characterised by a directness and an emphasis which inclined to rigidity but often grew under his hand into brilliant eloquence. It proved a dangerous style for purposes of servile imitation. The habit of eloquent emphasis is apt to degenerate among incompetent writers into bombast, but those authors of English prose who followed Macaulay at indiscreet distance gained in clearness and point without much sacrifice of grace. By way of reaction against the metallic clearness of Macaulay's diction efforts were made from time to time in the course of the century to invest English prose with a subtle elegance and cloudy preciosity to which it was not naturally adapted. The most successful of such disgrace workers in prose, Walter Pater, clothed his esthetic criticisms in a very delicate and ornate verbal garb, and he often achieved beautiful effects. But the methods were inseparable from affectations and conceits which render prose difficult to read with understanding. The lasting vogue of Macaulay's prose style rendered it impossible that any English prose style should be widely acceptable that did not aim in the first and last place at perspicuity, and Mr. Ruskin soon proved that perspicuity in English prose is not incompatible with the highest artistic beauty and phancy. Affected prose has consequently met with small encouragement, and is an inconspicuous feature in a general survey of the century's literature.

AT THE CLOSE OF THE CENTURY.

Carlyle and Macaulay, as historians, have had many successors, but only one of their successors has, by general assent, scaled the heights of great literature. James Anthony Froude, who died in 1894, is the latest great writer among English historians. Three at least of his contemporaries, who happily still survive, Mr. Lecky, Bishop Stubbs, and Mr. S. R. Gardiner, have shown themselves as historians more industrious, and more veracious than Mr. Froude. They have set a higher standard of judicial impartiality. But Froude displayed in a far more conspicuous degree than any of them, that gift of style and sense of the picturesque in expression which can alone set a historian in the high rank of literary artists.

Other departments of literature seem at the close of the century to be passing through the same phase as history. In almost every branch of literature, competent literary artisans are numerous, but the great artists are sought in vain. The century's greatest practisers of the literary arts have sunk into honoured graves and their places are for the time left vacant or also imperfectly filled. Only one of the immortal giants of the century's literature still survives—Mr. Ruskin. Some might place at his side Mr. Swinburne among living poets, and Mr. George Meredith and Mr. Thomas Hardy among novelists. The poetry of Mr. Swinburne's youth will rank among the century's literary glories, but it is doubtful if Mr. Swinburne, at any period of his career, has produced anything that entitles him indisputably to a place at the side of Shelley, Keats or Wordsworth, Tennyson or Browning, and his latest work fails to maintain the promise of his earlier years. It is doubtful, too, if in a comparative study of the century's literary energies Mr. Meredith's or Mr. Hardy's novels can be credited with that universality of appeal, or that depth and clarity of vision which are characteristic of the greatest fiction of the century—the best fiction of Scott, Thackeray, Dickens and George Eliot. The English-speaking world has lately proclaimed in trumpet tones that the throne of the old kings of English literature is worthily filled by one of the youngest writers of the day, by Mr. Rudyard Kipling. Time will show. The nineteenth-century period of English literature has been as great as any preceding period in the number of its workers and in their many-sided excellence. But it is sure proof of the ending of that most fertile period that there should be in the latest year of the century but one living voice whose utterances in either poetry or prose can be said in any large sense to hold the nation's ear. It it more probable that Mr. Kipling is the harbinger of a new era of English literature—the era of the twentieth century—than that he is the last comer of the old. In creative energy and original personality he seems at the moment to stand alone. But may he prove the swallow that heralds a coming spring!

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General Manager—F. C. BISHOP.

INTEREST ALLOWED.

On Current Accounts	2 %
„ Fixed Deposits ..... 3 months	3 „
„ Do. ..... 6 „	4 „
„ Do. ..... 12 „	5 „

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places.

CHANTREY INCHBALD, Manager.

Hongkong, 1st January 1899 [97

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$10,000,000
RESERVE FUND	$11,000,000
RESERVE LIABILITY OF PROPRIETORS	$10,000,000

COURT OF DIRECTORS: R. M. GRAY, Esq.—Chairman. N. A. SIEMS, Esq.—Deputy Chairman. E. Goetz, Esq. A. Haupt, Esq. R. H. Hill, Esq. Hon. J. J. Keswick. A. McConachie, Esq. David Meyer Moses, Esq. A. J. Raymond, Esq. P. Sachse, Esq. R. Shewan, Esq.

CHIEF MANAGER: Hongkong—SIR THOMAS JACKSON. MANAGER: Shanghai—J. P. WADE GARD'NER, Esq. LONDON BANKERS—LONDON & COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS. For 3 months, 2½ per Cent. per Annum. For 6 months, 3½ per Cent. per Annum. For 12 months, 4 per Cent. per Annum.

THOMAS JACKSON, Chief Manager.

Hongkong, 16th October, 1899. [16

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL	Shanghai Tls. 5,000,000
PAID-UP CAPITAL	„ „ 2,500,000

HEAD OFFICE: SHANGHAI.

BRANCHES AND AGENCIES. Canton. Hankow. Chefoo. Peking. Chinkiang. Singapore. Foochow. Swatow. Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS At 2% per annum on Current Account daily balances.

3% per annum on Fixed Deposits for 3 months.
4% „ „ „ „ 6 „
5% „ „ „ „ 12 „

E. W. RUTTER, Acting Manager.

Hongkong, 21st November, 1899. 21

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE, LONDON.

CAPITAL PAID-UP	£800,000
RESERVE LIABILITY OF SHAREHOLDERS	£800,000
RESERVE FUND	£500,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances.

On Fixed Deposits for 12 months ... 4 per cent.
„ „ „ 6 „ 3½ „
„ „ „ 3 „ 2½ „

T. H. WHITEHEAD, Manager, Hongkong.

Hongkong, 22nd May, 1899. *25

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL	£1,000,000
PAID UP CAPITAL	£ 324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS. CHAN KIT SHAN, Esq. CHOW TUNG SHANG, Esq. D. GILLIES, Esq. J. T. LAUTS, Esq.

Chief Manager. GEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed 5%

Hongkong, 23rd March, 1899. 118

BANK.

THE BANK OF TAIWAN (FORMOSA), LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL	Yen 5,000,000
PAID-UP CAPITAL	„ 1,250,000

HEAD OFFICE:—TAIPEH, FORMOSA.

JUICHI SOYEDA, Esq., President. Head Office Manager:—TAKESHI DOKI, Esq.

BRANCHES AND AGENCIES. Tokyo, Osaka, Yokohama, Kobe, Nagasaki, Kyoto, Nagoya, Tainan, Moji, Hiroshima, Hakodate, Otaru, Hongkong, Shanghai, Amoy, Chemulpo, Fusan.

HEAD OFFICE:—INTEREST ALLOWED.

On Current Account	4.38% per annum
„ „ „ Savings Bank	5.11% „ „
On Fixed Deposits:—	
For 3 months	5½% per annum
„ 6 „	6 % „ „

Credits granted on approved securities and every description of Banking and Exchange business transacted.

Drafts granted on the Chief Commercial places both in Japan and abroad.

Further particulars may be obtained on application.

TAKESHI DOKI, Manager.

Taipeh, 20th November, 1899. [2902

TO LET

TO LET.

FROM 1st January, the SIX ROOMED BUNGALOW "TARAWARA" (partially furnished), with Eight Feet Basement and Tennis Lawn. Commodious Servants' Quarters.

A. O'D. GOURDIN.

Hongkong, 22nd December, 1899. [3199

FOR SALE OR TO LET.

THAT desirable House "DUNNOTTAR," PEAK. Apply to LINSTEAD & DAVIS.

Hongkong, 22nd December, 1899. [3200

TO LET.

THREE SPACIOUS ROOMS, suitable for OFFICES, on THIRD FLOOR of Queen's Buildings, South, (N. E. Corner), from 1st February, 1900. Apply to S. J. DAVID & CO.

Hongkong, 12th December, 1899. 3088

TO LET.

For Four months from 16th December.

TWO LARGE ROOMS on GROUND FLOOR, PRAYA CENTRAL, suitable for Offices or Godowns. Apply to WENDT & CO.

Hongkong, 16th November, 1899. [2873

TO LET.

TWO LARGE ROOMS with VERANDAH, on SECOND FLOOR, No. 17, QUEEN'S ROAD CENTRAL, Marine House, Rent $65. Apply to LI KWONG LUNG.

Hongkong, 25th December, 1899. 3219

TO BE LET.

"CLOVELLY"

A 6-ROOMED HOUSE with GARDEN and 2 GRASS TENNIS COURTS near the Peak Road.

Apply to HUMPHREYS ESTATE AND FINANCE CO., LTD.

Hongkong, 2nd August 1899. [2400

OFFICES TO LET.

NO. 2A, ICE HOUSE STREET. Immediate Possession. Apply to W. DANBY.

Hongkong, 7th October, 1899. [2547

TO LET.

TWO HOUSES at PEAK, FURNISHED, from 1st December, 1899, till end of April of May, 1900. Apply to LINSTEAD & DAVIS.

Hongkong, 27th September, 1899. [2442

TO LET.

GODOWNS at KENNEDYTOWN.

"HARFORD."—MAGAZINE GAP. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th October, 1899. [49

TO LET.

APARTMENTS at KOWLOON, with Board. Suitable for married couples or single gentlemen. Tennis Court. Apply to MRS. HATHERLY, Isadale, Kowloon.

Hongkong, 17th June, 1898. [50

PRIVATE BOARD AND RESIDENCE

Mrs. GILLANDERS. GLENEALY BUILDINGS.

Hongkong, 9th January, 1896. [1740

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER, 2, Pedder's Hill.

Hongkong, 1st January, 1892.

WHY NOT HAVE YOUR REPAIRS DONE BY A PRACTICAL MAN.

THE Undersigned Offers to Undertake The following Repairs:—

Iron Safes, Patent Locks, Weighing Machines, Balances, Mathematical Instruments, Musical Boxes, Phonographs, Photographic Apparatus, Cycles, Typewriters, &c., &c.

Absolute efficiency and most careful attention combined with moderate charges are guaranteed.

Two European Workmen attached to the House.

E. MERGENTHALER & CO., 1, Ice House Street, Hongkong.

3086

GERMAN CHURCH AND SCHOOL SOCIETY.

THE SCHOOL of the above Society will be OPENED on MONDAY, the 8th January, 1900, at the HALL OF THE UNION CHURCH, and will be under the personal Superintendence of Pastor and MRS. KRIELE.

As the number of pupils to be admitted is limited, there are only a few vacancies, and parents desirous that their Children should join are requested to apply to the undersigned for particulars.

PAUL BREWITT, Hon. Secretary, Zetland Street, No. 2.

Hongkong, 16th December, 1899. 3137

CARMICHAEL & BARLOW, Consulting Engineers, Surveyors, and Contractors, QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships, Launches and light draught vessels a speciality. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams, "CELESTE," Hongkong. Telephone, 232.

H. F. CARMICHAEL, B. J. BARLOW.

Hongkong, 1st June, 1899. [

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENGLOE."

FROM ANTWERP AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd December, 1899. [3220

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "MASSILIA," FROM LONDON, PORT SAID, SUEZ, BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. *Arcadia*.
From Australia, ex s.s. *Victoria and Britannia*
From Persian Gulf, ex s.s. *King Arthur, Assyria, Canara, and Pemba*.
From Madras, ex s.s. *Laudaura*.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. To-DAY.

Goods not cleared by the 29th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 23rd December, 1899. [1

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE. THE Steamship "BORMIDA" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th December, 1899, will be subject to rent.

Bills of Lading will be countersigned by the undersigned.

CARLOWITZ & CO., Agents.

Hongkong, 21st December, 1899. [7

BEKANNTMACHUNG.

DIE BEKANNTMACHUNGEN aus dem dienstlichen Fremdenregister sowie andere gesetzlich vorgeschriebene Veröffentlichungen werden im Jahre 1900 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.

Swatow, den 19, December 1899.

DER KAISERLICH DEUTSCHE KONSUL. i. v. 3207] H. VON VARCHMIN.

VIOLINS.

SPECIAL OFFER.

1 VIOLIN of Excellent Quality. 1 CASE. 1 BOW. 1 TUTOR. } Complete for $20.

MODELS FOR CONNOISSEURS.

Voigt Model ... ... price	$100
Do. do. ... ... „	120
Magniere Model ... ... „	90
Baur Model ... ... „	80
Chipot-Vuillaume ... ... „	75
Von Dölling Model ... ... „	60
Ladies' Models ... ... „	35
Do. do. ... ... „	25

INSPECTION INVITED. LANE, CRAWFORD & CO., Musical Department.

Hongkong, 7th July 1899. [2490

"AMBERITE" CARTRIDGES.

PATENT SMOKELESS SPORTING GUNPOWDER.

Apply to LANE, CRAWFORD & CO.

Hongkong, 1st November, 1899. [2746

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE

Absolutely Smokeless and Water-resisting THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES:—

	Loaded with Powder only.	With Powder and 1 oz of Shot.
Primrose Cases ...	$5.65	$7.40
Pegamoid Cases ...	6.25	8.00
Ejector Brass Cases.	6.90	8.65

5% discount on orders of 1,000 and over.

Apply to WM. SCHMIDT & Co., Gunmakers, Hongkong.

Hongkong, 27th July, 1897.

CARBOLINEUM-AVENARIUS USED FOR OVER 20 YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China, LUTGENS, EINSTMANN & CO.

Hongkong, 31st August, 1897. [310

余生怡 YEE SANG & CO., COAL MERCHANTS have always on hand LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address:—Care of Messrs. KWONG SANG & Co. No. 63 PRAYA. [89

VICTORIA LITHOGRAPHIC WORKS, HONGKONG.

THIS Establishment is now OPENED with full plant of NEW MACHINERY, &c., and is prepared to receive Order for Plans, Views, Circulars, or any other class of Work.

Orders will be received at the Office No. 43, Wyndham Street, Care of Messrs. ARRATOON V. APCAR & Co.

Hongkong, 24th November 1898. [55

RUINART PERE & FILS, REIMS

Established 1729. CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal)

LAUTS, WEGENER & CO. Sole Agents.

Hongkong, 17th May, 1895. [1353

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. M. Co.'s chartered steamer *Oceanic*, with mails, &c., left San Francisco for this port via Yokohama and Kobe, on the 5th instant.

The O. & O. steamer *Coptic*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 19th ultimo.

The T. K. K. steamer *America Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 21st instant.

THE CANADIAN MAIL.

The C. P. R. steamer *Empress of China* arrived at Shanghai on Sunday, the 24th inst., at 5 a.m. and left again at 1 p.m. for Hongkong, where she is due to arrive to-day, the 27th instant, at 9 a.m.

THE FRENCH MAIL.

The M. M. steamer *Salazie* will leave Saigon for Hongkong to-day, at 9 p.m.

THE GERMAN MAIL.

The N. D. L. steamer *Karlsruhe*, carrying the German mails with dates from Berlin of the 27th ultimo, left Singapore on Saturday, the 23rd instant at, 8 p.m. and may be expected here on or about Friday, the 29th instant.

THE INDIAN MAIL.

The steamer *Catherine Apcar*, from Calcutta, left Singapore for this port on Monday, the 24th instant, at daylight.

MERCHANT STEAMERS.

The N. Y. K. steamer *Awa Maru*, (Europe Line) left Moji for this port on the 23rd inst., and is expected to arrive here on the 27th instant.

The steamer *Morionethshire*, from London, left Singapore on the 23rd instant, and is expected to arrive here on or about the 30th instant.

The steamer *Birchfar*, from New York for China and Japan, sails from Singapore for Manila and Hongkong on the 19th instant.

The steamer *St. Regalus* left New York for the Straits, China & Japan on the 11th ultimo.

The N. P. steamer *Dreconshire* sailed from Tacoma for Japan and Hongkong on the 8th instant.

The C. N. Co.'s steamer *Tsiaan* left Sydney for usual Queensland ports, Port Darwin, Manila, Hongkong and Shanghai on the 9th inst.

The H. A. L. steamer *Westphalia* left Suez for Hongkong, &c., on the 13th instant.

The N. P. steamer *Energia* sailed from Tacoma for Japan and Hongkong on the 14th instant.

The P. & O. steamer *Tientsin* left Bombay for this port on the 15th instant.

The steamer *Indrapura*, from New York, left Singapore for this port on Sunday, the 24th instant, at 3 p.m.

The N. P. steamer *City of Dublin* left Yokohama for Hongkong on the 22nd instant.

The N. P. steamer *Saint Irene* sailed from Tacoma for Japan & Hongkong on the 21st ult.

The O. S. S. Co.'s steamer *Menelaus* left Singapore on the 21st instant, and is due in Hongkong on the 26th instant.

PASSED THE CANAL.

OUTWARD.—1st December—*Salazie*. 5th Dec.—*Benvoirlich*. 8th December.—*Glengarry, Kegulus, Wakasa Maru, Yawarivo*. 12th December.—*Morven Westphalia, Stentor*. 15th December—*Kherson*. 19th December—*Canton, Hyson, Langbank, Sachsen, Aeolus, Burdon, Cathay*. 22nd December *Babelsberg, Kanagawa Maru*.

HOMEWARD.—22nd Dec.—*Poseidon, Hector*.

POST-OFFICE NOTICES.

MONEY Orders by French mails.—In consequence of the departure of the French mails having been altered to noon on Mondays instead of on Saturdays, the Money Order Office will not be opened for the sale of Money Orders on those days until Noon.

PEAK DELIVERY closes at Post Office at 11.30 a.m. and 3 p.m. or in Letter Boxes in the Cars by 12 and 3.30 o'clock Trams. Letter Boxes at Peak will be cleared at 12.30 and 4 p.m.

The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is corrected to a much later hour than that given below.

The Postal Guide for 1899, revised to date will be found in the *Chronicle and Directory*, P. XXX This is the only authorised complete Summary of Postal information published in Hongkong.

A MAIL WILL CLOSE.

For Nagasaki, Kobe and Yokohama.—Per *Bengloe*, today, the 27th instant, at 10.00 A.M.

For Manila.—Per *Loongsang*, to-day, the 27th instant, at 3.00 P.M.

For Manila.—Per *Esmeralda*, to-day, the 27th instant, at 4.00 P.M.

For Singapore.—Per *Siam*, to-morrow, the 28th instant, at 11.00 A.M.

For Singapore, Penang and Calcutta—Per *Lightning*, to-morrow, the 28th instant, at 11.00 A.M.

For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.—Per *Futami Maru*, on Friday, the 29th instant, at 3.00 P.M.

MAILS BY THE GERMAN PACKET.

The German Contract Packet *Prinz Heinrich* will be despatched on WEDNESDAY, the 27th instant, with Mails for the United Kingdom, Continent of Europe, and countries beyond, *viâ Naples*; to the Straits Settlements, via Burmah, Ceylon, India, Aden, Egypt, Malta, &c., &c.

Registration 10.00 A.M.
(Registration, with late fee of ten cents, up to 10.45 A.M.)
Letters 11.00 A.M.
11.00 A.M. Post Office closes, but correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure of the mail.

MAILS BY THE CANADIAN PACKET.

The Canadian Mail Packet *Empress of China*, will be despatched on WEDNESDAY, the 17th proximo, with Mails for Shanghai, Nagasaki, Kobe, Yokohama the United States, Canada, &c., which will be closed as follows:—

Registration 10.00 A.M.
(Registration, with late fee of ten cents, up to 10.45 A.M.)
Letters 11.00 A.M.
11.00 A.M. Post Office closes, but correspondence may be posted on board the Packet with Late Fee of ten cents extra Postage until time of departure.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ADOLPH OBRIG, American bark, Amesbury—Order.
JOHN MCDONALD, Amer. ship, Storer—Standard Oil Co.
LIGHTNING, British str., H. Bulson—David Sassoon Sons & Co.
REUCE, American ship, D. Whitmore—Standard Oil Co.

QUAN WAH & CO., DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS. DESIGNS & PRICES ON APPLICATION at No. 1, Queen's Road East, Hongkong.

Hongkong, 17th October, 1899. [2625

FOR SALE.

MAP OF THE SIKIANG or WEST RIVER. From HONGKONG to WUCHOWFU, Showing the Ports and Calling Places Opened to Foreign Trade, 1897. Published at *Daily Press* Office. Price 25 Cents, Cash.

Hongkong, 1st April, 1897. [423

HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.09	30.18	30.06
Temperature	67	73	73
Humidity	81	68	75
Direction of wind	E	E	W
Force	4	0	4
Weather	0	b	b
Rain	—	—	—

Highest open air temperature on the 26th 73
Lowest open air temperature on the 26th 64

F. G. FIGG, Acting Director. Hongkong Observatory 26th Dec. 1899

MESSRS. FALCONER & Co.'s REGISTER, 23rd Dec.

Barometer 9 A.M.	30.09	Therm. 9 A.M.	(Wetbulb) 66
Barometer 1 P.M.	30.00	Therm. 1 P.M.	(Wetbulb) 68
Barometer 4 P.M.	—	Therm. 4 P.M.	(Wetbulb)—
Thermom. 9 A.M.	70	Therm. Maximum	—
Thermom. 1 P.M.	72	Therm. Maximum	68
Thermom. 4 P.M.	—		

COMMERCIAL.

CLOSING QUOTATIONS. EXCHANGE. FRIDAY, 22nd December.

ON LONDON.—
Telegraphic Transfer 1/11⅛
Bank Bills, on demand 1/11⅛
Bank Bills, at 30 days' sight 1/11⅛
Bank Bills, at 4 months' sight ...2/-1/16
Credits, at 4 months' sight 2/-⅛
Documentary Bills, 4 months' sight 2/-⅛

ON PARIS.—
Bank Bills, on demand 2.47
Credits, at 4 months' sight 2.53½

ON GERMANY.—
On demand 2.00

ON NEW YORK.—
Bank Bills, on demand 47½
Credits, 60 days' sight 48½

ON BOMBAY.—
Telegraphic Transfer 144½
Bank, on demand 145

ON CALCUTTA.—
Telegraphic Transfer 144½
Bank, on demand 145

ON SHANGHAI.—
Bank, at sight 71½
Private, 30 days' sight 72½

ON YOKOHAMA.—
On demand .....44 %pm.

ON MANILA.—
On demand .....2 % pm.

ON SINGAPORE:—
On demand .....par.

SOVEREIGNS, Bank's Buying Rate...10.23
GOLD LEAF, 100 fine, per tael.....53.20

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Ban

VESSELS ON THE BERTH.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON VIA MARSEILLES	SOCOTRA / T. H. Hide, R.N.R.	About 28th December	Freight.
LONDON, &c.	PARRAMATTA / A. Symons, R.N.R.	Noon, 6th Jan. 1900	See Special Advertisement.
SHANGHAI	VALETTA / F. N. Tillard	About 6th Jan. 1900	Freight or Passage.
YOKOHAMA VIA NAGASAKI AND KOBE	ROSETTA / C. C. Talbot, R.N.R.	About 6th Jan. 1900	Freight or Passage.

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong 16th May 1899. 1

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

(FREIGHT SERVICE). (FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATION.	SAILING DATES.	
s.s. AMBRIA, Capt. Burmeister	HAVRE & HAMBURG (London with transhipment in Hamburg)	On 12th January.	Freight.
* s.s. SARNIA, Capt. Fuchs	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 22nd January.	Freight and Passage.
* s.s. SILESIA, Capt. Behrens	MARSEILLES, HAVRE & H'BURG (London with transhipment in Hamburg)	About 31st January.	Freight and passage.
s.s. WITTENBERG, Capt. Madsen	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 5th February.	Freight.
s.s. HOLSATIA, Capt. Bahle	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 10th February.	Freight.

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.
For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO.,
AGENTS.
Hongkong, 16th December, 1899. 13

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES	
FUTAMI MARU, J. Thom	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, AND MELBOURNE	FRIDAY, at 4 P.M.	29th December,
AWA MARU, H. Petersen	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	FRIDAY, at 4 P.M.	29th December,
INABA MARU, W. Bainbridge	MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SUNDAY,	14th January.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.
A. S. MIHARA,
Manager.
Hongkong, 1st May, 1899. 12

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamer	Tons.	Captain.	Proposed Sailing.
SAINT IRENE	2,877	W. Attree	Jan. 6
CITY OF DUBLIN	3,328	T. R. Rae	Jan. 12
BRECONSHIRE	3,567	G. E. Elliott	Jan. 20

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer	Tons.	Captain.	Proposed Sailing.
ABERGELDIE	3,777	J. Murray	Jan. 27

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON. £47.
Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES

HONGKONG TO NEW YORK. £41.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, £23.
The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYEA and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, £65 10s. 0d.
This rate covers the ocean voyage to TACOMA or PORTLAND and back, Railway from TACOMA or PORTLAND to CINNABAR and return, Sleeping and Dining Car accommodation, Tacoma or Portland to Livingston and return, and Stage Coach transportation Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.
These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.
Rates of Passage to other Points on application
Special rates allowed to members of Government Services.
For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 20th April, 1899. 110

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT *SOUTHAMPTON* TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS		SAILING DATES.
PRINZ HEINRICH	WEDNESDAY	27th December
PREUSSEN	WEDNESDAY	10th January.
KARLSRUHE	WEDNESDAY	24th January.
SACHSEN	WEDNESDAY	7th February.
OLDENBURG	WEDNESDAY	21st February.
BAYERN	WEDNESDAY	7th March.
STUTTGART	WEDNESDAY	21st March.
KONIG ALBERT	WEDNESDAY	4th April.
WEIMAR	WEDNESDAY	18th April.
PREUSSEN	WEDNESDAY	2nd May.
HAMBURG (Hamburg Amerika Linie)	WEDNESDAY	16th May.
PRINZ HEINRICH	WEDNESDAY	30th May.

ON WEDNESDAY, the 27th day of December, 1899, at NOON, the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain H. SUPMER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till NOON on MONDAY, the 25th December, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 26th December, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 26th December.
Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation and carries a Doctor and Stewardess.
Linen can be washed on board.
NORDDEUTSCHER LLOYD,
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Shanghai, 23rd December, 1899.

VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA PORTS OF CALL	Parramatta	Brit. str.	A. Symons, R.N.R.	P. & O. S. N. Co.	On 6th Jan., at Noon.
LONDON VIA SUEZ CANAL	Diomed	Brit. str.	Goodwin	Butterfield & Swire	On 9th Jan.
LONDON VIA SUEZ CANAL	Antenor	Brit. str.	Jackson	Butterfield & Swire	On 23rd Jan.
LONDON VIA SUEZ CANAL	Patroclus	Brit. str.	Dickens	Butterfield & Swire	To-day.
LONDON VIA MARSEILLES	Socotra	Brit. str.	T. H. Hide, R.N.R.	P. & O. S. N. Co.	On or about 28th inst.
MARSEILLES, &c., v. PORTS OF CALL	Oceanien	Germ. str.	Schmitz	Messageries Maritimes	On 1st Jan., at Noon.
MARSEILLES, &c., v. S'PORE, &c.	Inaba Maru	Jap. str.	W. Bainbridge	Nippon Yusen Kaisha	On 14th Jan.
MARSEILLES, &c., v. S'PORE, &c.	Awa Maru	Jap. str.	H. Petersen	Nippon Yusen Kaisha	On 29th inst., at 4 P.M.
MARSEILLES, HAVRE & H'BURG	Silesia	Ger. str.	Behrens	Carlowitz & Co.	On or about 31st Jan.
BREMEN, VIA PORTS OF CALL	Prinz Heinrich	Ger. str.		Melchers & Co.	To-day, at Noon.
HAVRE & HAMBURG	Ambria	Ger. str.	Burmeister	Carlowitz & Co.	On 12th Jan.
HAVRE & HAMBURG	Sarnia	Ger. str.	Fuchs	Carlowitz & Co.	On or about 22nd Jan.
HAVRE & HAMBURG	Wittenberg	Ger. str.	Madsen	Carlowitz & Co.	On or about 5th Feb.
HAVRE & HAMBURG	Holsatia	Ger. str.	Bahle	Carlowitz & Co.	On or about 10th Feb.
VANCOUVER, v. SHANGHAI, &c.	Empress of China	Brit. str.	R. Archibald, R.N.R.	Canadian Pacific R. Co.	On 17th Jan.
VICTORIA, B.C., v. S'HAI, &c.	Saint Irene	Brit. str.	W. Attree	Dodwell & Co. Limited	On 6th Jan.
PORTLAND, OREGON, &c.	Abergeldie	Brit. str.	J. Murray	Dodwell & Co. Limited	On 27th Jan.
SAN FRANCISCO, VIA S'HAI, &c.	Algoa	Amer. str.		Pacific Mail S.S. Co.	On 10th Feb., at Noon.
SAN FRANCISCO, VIA S'HAI, &c.	Gaelic	Brit. str.		O. & O. S. S. Co.	On 20th Jan., at Noon.
SAN FRANCISCO v. S'HAI, &c.	Nippon Maru	Jap. str.		Toyo Kisen Kaisha	On 3rd Jan. at Noon.
SAN DIEGO v. KOBE, &c.	Strathgyle	Brit. str.		Butterfield & Swire	On 10th Jan.
NEW YORK VIA SUEZ CANAL	Catania	Ger. str.	Bode	Carlowitz & Co.	On or about 7th Jan.
NEW YORK VIA SUEZ CANAL	Afridi	Brit. str.		Dodwell & Co. Limited	About the middle of Jan.
NEW YORK v. SUEZ CANAL	Ayama	Brit. str.		Shewan, Tomes & Co.	To-day.
NEW YORK v. SUEZ CANAL	Indravelli	Brit. str.	Craven	Jardine, Matheson & Co.	On or about 18th Jan.
NEW YORK	Mary L. Cushing	Amr. ship	Pendleton	Carlowitz & Co.	On or about 23rd inst.
AUSTRALIAN PORTS	Futami Maru	Jap. str.	J. Thom	Nippon Yusen Kaisha	On 29th inst. at 4 P.M.
AUSTRALIAN PORTS	Airlie	Brit. str.	C. Kock	Gibb, Livingston & Co.	On 6th Jan., at Noon.
AUSTRALIAN PORTS	Taiyuan	Brit. str.	Nelson	Butterfield & Swire	On 15th Jan., at Noon.
YOKOHAMA VIA N'SAKI & KOBE	Rosetta	Brit. str.	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On or about 6th Jan.
S'HAI, N'SAKI, HIOGO & Y'HAMA	Karlsruhe	Ger. str.	G. Dannemann	Melchers & Co.	Quick despatch.
SHANGHAI	Woosung	Brit. str.	Dowson	Butterfield & Swire	To-day.
SHANGHAI	Valetta	Brit. str.	T. N. Tillard	P. & O. S. N. Co.	On or about 6th Jan.
SHANGHAI	Lyeemoon	Ger. str.	G. Heuermann	Siemssen & Co.	To-morrow, at 4 P.M.
SWATOW, AMOY & TAMSUI	Tamsui Maru	Jap. str.	K. Sobajima	Mitsui Bussan Kaisha	On 2nd Jan., at Daylight.
SWATOW, AMOY & FOOCHOW	Haiching	Brit. str.	Davis	Douglas Lapraik & Co.	To-morrow, at Daylight.
MANILA, CEBU & ILOILO	Nanchang	Brit. str.	Finlayson	Butterfield & Swire	To-day.
MANILA	Taiyuan	Brit. str.	Nelson	Butterfield & Swire	On 15th Jan.
MANILA	Futami Maru	Jap. str.	J. Thom	Nippon Yusen Kaisha	On 29th inst., at 4 P.M.
MANILA	Esmeralda	Brit. str.	Blanland	Shewan, Tomes & Co.	To-day, at 5 P.M.
MANILA	Loongsang	Brit. str.	Weigall	Jardine, Matheson & Co.	To-day, at 4 P.M.
SAMARANG & SOURABAYA	Kansu	Brit. str.	Somerville	Butterfield & Swire	On 17th Jan.
S'PORE, PENANG & BOMBAY	Bormida	Ital. str.	G. Sartorio	Carlowitz & Co.	To-day at Noon.
S'PORE, PENANG & CALCUTTA	Lightning	Brit str.	S. Belson	David Sassoon, Sons & Co.	To-morrow, at Noon.

VESSELS ON THE BERTH.

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, AND BOMBAY.
Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN, and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.
Taking Cargo at through rates to PERSIAN GULF & BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA, and MALAGA.
THE Steamship
"BORMIDA,"
Captain G. Sartorio, will be despatched as above TO-DAY (WEDNESDAY), the 27th instant, at NOON.
At BOMBAY the Steamers are discharging in VICTORIA DOCK.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents
Hongkong, 22nd December, 1899. 7

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"LOONGSANG,"
Captain Weigall, will be despatched as above TO-DAY (WEDNESDAY), the 27th instant, at 4 P.M.
This Steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 21st December, 1899. 3191

THE CHINA AND MANILA STEAMSHIP CO., LIMITED.

FOR MANILA.
THE Company's Steamship
"ESMERALDA,"
Captain Blaxland, will be despatched for the above port TO-DAY (WEDNESDAY), the 27th inst., at 5 P.M.
This Steamer has superior accommodation for Passengers, and is fitted with the Electric Light.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 13th December, 1899. 3169

SHEWAN, TOMES & CO.'S STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"ASAMA"
will be despatched for the above port TO-DAY, the 27th December.
To be followed by
The Steamship
"QUEEN ELEANOR"
about the 15th January, 1900,
and
The Steamship
"MORVEN"
about the 15th February, 1900.
For Freight, apply to
SHEWAN, TOMES & CO.
Agents.
Hongkong, 9th December, 1899.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, CEBU, AND ILOILO.
THE Company's Steamship
"NANCHANG,"
Captain Finlayson, will be despatched as above TO-DAY, the 27th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th December, 1899. 3208

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"PATROCLUS,"
Captain Dickens will be despatched as above TO-DAY, the 27th inst.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd December, 1899. 3275

FOR SINGAPORE, PENANG, AND CALCUTTA.
THE Steamship
"LIGHTNING,"
Captain S. Belson, will be despatched for the above ports TO-MORROW, the 28th inst., at NOON.
For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.,
Agents.
Hongkong, 20th December, 1899. 3157

FOR SHANGHAI.
THE Steamship
"LYEEMOON,"
Captain G. Heuermann, will be despatched for the above Port TO-MORROW, the 28th inst., at 4 P.M.
This Steamer has superior accomodation for First and Second class passengers.
For Freight or Passage, apply to
SIEMSSEN & CO.
Hongkong, 23rd December, 1899. 3218

CHINA NAVIGATION COMPANY LIMITED.

FOR SAMARANG AND SOURABAYA.
THE Company's Steamship
"KANSU,"
Captain Somerville, will be despatched as above on WEDNESDAY, the 17th January.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd December, 1899.

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.

FOR MANILA.
THE Company's Steamship
"FUTAMI MARU,"
(3,800 tons gross, Captain J. Thom) will be despatched for the above port on FRIDAY, the 29th instant, at 4 P.M.
This new Mail steamer is specially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers, Electric Light and Refrigerator. Doctor and Stewardess carried.
Return tickets issued by this Company are available for return by steamers of the other Lines.
For Freight or Passage, apply to
A. S. MIHARA,
Manager.
Hongkong, 21st December, 1899.

COMPAGNIE DES MESSAGERIES MARITIMES, PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 1st January, 1900, at NOON, the Company's Steamship "OCEANIEN," Captain Schmitz, with Mails, Passengers, Specie, and Cargo, will leave this port for MARSEILLES via BOMBAY.
This Steamer connects at COLOMBO with the S.S. *Australien*, which vessel takes on her Passengers and Mails, leaving that port on the 13th January, direct to Suez, Port Said, and Marseilles.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 31st December. Parcels are not taken on board; they must be left at the Agency. Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 20th December, 1899. 2

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE
(Calling at PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"AIRLIE,"
Captain C. Kock, will be despatched for the above ports on SATURDAY, the 6th proximo, at NOON.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and *vice versa*.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 9th December, 1899. 3098

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.
THE Steamship
"PARRAMATTA,"
Captain A. Symons, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 6th January, 1900, at NOON, taking passengers and Cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 25th December, 1899. 1

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
(ROB. M. SLOMAN & CO.—HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.
THE full-powered Steamship
"CATANIA,"
Captain Bode, will be despatched for the above port on or about 7th January, 1900.
The steamer has superior accommodation for Passengers.
For Freight or Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 4th December, 1899. 2925

FOR NEW YORK.
THE 3/3 A. I. L American Ship
"MARY L. CUSHING,"
Pendleton, Master, will be ready to load on the 15th November, and will be despatched on or about 23rd December.
For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 4th November, 1899.

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	WEDNES., Jan. 3, 1900, at NOON.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokama, and Honolulu)	SATURDAY, Jan. 27, 1900, at NOON.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, Dec. 32, 1900, at NOON.

THE Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on WEDNESDAY, the 3rd January, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.
Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 11th December, 1899. 15

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"DIOMED,"
Captain Goodwin, will be despatched as above on TUESDAY, the 9th January.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 12th December, 1899. 3020

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"AFRIDI"
will be despatched for the above port about the middle of January, 1900, and will be followed by S.S "BIRCHTOR" and "ST. REGULUS."
For Freight apply to
DODWELL & CO. LD.,
Agents.
Hongkong, 21st December, 1899. 3042

UNITED STATES & CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"INDRAVELLI,"
Captain Craven, will be despatched as above on or about 18th January, 1900.
For freight apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 21st December, 1899. 3132

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"ANTENOR,"
Captain Jackson, will be despatched as above on TUESDAY, the 23rd January.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2th December, 1899. 3089

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For freight and further particulars apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 7th August, 1899.

VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE SHORTEST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ....WEDNESDAY, 17th Jan., 1900
EMPRESS OF INDIA...Comdr. O. Marshall, R.N.R. ....WEDNESDAY, 14th Feb., 1900
EMPRESS OF JAPAN...Comdr. G. A. Ross, R.N.R. ....WEDNESDAY, 14th Mar., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage &c., apply to
D. E. BROWN, General Agent,
Pedder Street
December, 1899. [9

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.
THE Company's Steamship
"TAMSUI MARU,"
Captain Sobajima, will be despatched for the above ports on TUESDAY, the 2nd January, 1900, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 26th December, 1899. 1610

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.
PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS TO JAPAN PORTS, HONOLULU, AND SAN FRANCISCO,
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" 5,023 Tons	On 10th Jan.
S.S. "CARLISLE CITY" 3,002 Tons	On 10th Jan.
S.S. "BELGIAN KING" 3,379 Tons	On 20th Jan.
S.S. "CARMARTHENSHIRE" 2,929 Tons	About 31st January

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO, via KOBE, YOKOHAMA, and HONOLULU, on WEDNESDAY, the 10th January.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China, and Japan.
Hongkong, 20th December, 1899. 14

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

ALGOA (via Moji, Kobe, Yokohama, and Honolulu)	SATURDAY, Feb. 10, 1900, at NOON.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Mar. 3, 1900, at NOON.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokama and Honolulu)	SATURDAY, Mar. 27, 1900, at NOON.

THE Chartered Steamer "ALGOA" will be despatched for SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA, and HONOLULU, on SATURDAY, the 10th February, 1899, at NOON.
For Cargo only.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.
Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 23rd December, 1899.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"TAIYUAN,"
Captain Nelson, will be despatched as above on MONDAY, the 15th January.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd December, 1899. [3216

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND M

A TERRIBLE COUGH.
A TERRIBLE COUGH.
A TERRIBLE COUGH.

"94, Commercial Road, Peckham, July 12.

"Dear Sir—I am a poor hand at expressing my feelings, but I should like to thank you. Your lozenges have done wonders in relieving my terrible cough. Since I had the operation of 'Tracheotomy' (the same as the late Emperor of Germany, and will no him, thank God, I am still alive) performed at St. Bartholomew's Hospital, no one could possibly have had a more violent cough; it was so bad at times that it quite exhausted me. The mucous, which was very copious and hard, has been softened, and I have been able to get rid of it without difficulty.—I am, sir, yours truly, J. HILL."

A DOCTOR'S TESTIMONY.
A DOCTOR'S TESTIMONY.
A DOCTOR'S TESTIMONY.

"South Park, Cardiff South Wales, Sept. 28, 1898.

"I have indeed, great pleasure in adding my testimony to your excellent preparation of Cough Lozenges, and I have prescribed it now for the last eight years in my hospitals and private practice, and found it of great benefit. I often suffer from Chronic Bronchitis; your Lozenge is the only remedy which gives me immediate ease. Therefore I cordially and most strongly recommend your Lozenges to the public who may suffer from Catarrh, Bronchitis, Winter Cough, or any kind of Pulmonary Irritation.—Yours truly.

"A. GARRIEL, M.D., L.R.C.P. and L.M. Edinburgh.

L.R.C.S. and L.M. Edinburgh.

USE KEATING'S LOZENGES.
USE KEATING'S LOZENGES.
USE KEATING'S LOZENGES.

"IT IS NEARLY 50 YEARS AGO" since KEATING'S COUGH LOZENGES were first made, and the sale is larger than ever because they are unrivalled in the relief and cure of Winter Cough, Asthma, and Bronchitis; one alone gives relief.

UTTERLY UNRIVALLED.
UTTERLY UNRIVALLED.
UTTERLY UNRIVALLED.

Keating's Cough Lozenges, the unrivalled remedy for COUGHS, HOARSENESS, and THROAT TROUBLES, are sold in Bottles by all Chemists. 2157

THE OLDEST
THE BEST
THE CHEAPEST
Belt in the World is
GANDYS
Every Belt guaranteed & stamped every foot
GANDYS
no other belt is genuine
WORKS SEACOMBE
CHESHIRE

ALSO LARGE STOCKS OF DODGE WOOD SPLIT PULLEYS

ALL SIZES TO FIT ALL SIZES SHAFTS IN STOCK.

SOLE AGENTS
LUTGENS, RINSTMANN & CO.,
1114—1] HONGKONG.

MITSUI BUSSAN KAISHA
No. 5, ICE HOUSE STREET, PRAYA CENTRAL.

Head Office:—TOKIO.
Branch Offices:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG, and all Ports in JAPAN.

AGENCIES:—
Miike Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshiotani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohtsuji Coal Mines.
Ichinura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Limited.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanegafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Mike Cotton Spinning Mills.
Onoda Cement Company.
Imperial Government Paper Mill.

MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.

Hongkong, 19th August, 1899. 1743

藥業總芝蘭堂古老廣告
KWONG CHU KOON DISPENSARY.
由開業
CHEONG LAN STREET, CANTON.
ESTABLISHED 1864.
油意如之聽
Unrivalled "AS YOU WISH OIL."
Made from the best selected Medicines.

THE nature of the oil is very mild, but its action is exceedingly good, possessing wonderfully curative effects in both internal and external diseases. As it is an invaluable medicine it should be kept on hand ready for use by all persons, whether at home or abroad.

DIRECTIONS.

For external use rub the oil on the temples, forehead between the eyebrows, back of the ears and neck, on the chest and back, on the abdomen or wherever the pain or soreness is located. It must be rubbed on 5 minutes. For toothache put a little in the tooth on cotton and rub on the gums.

The oil has beneficial effects in headache, fainting, colds, sore throat, stomach-ache, colic pains, rheumatism, numbness of the limbs, pain in the back, cramp, local swelling and inflammations, influenza, diarrhœa, toothache pains in the head and convulsions after childbirth, prickly heat, boils, and mosquito bites.

Internally the dose is five drops in a little water, and it is to be repeated every two or three hours, at the same time using it externally.

The proprietor of the KWONG CHU KOON Drug store of Canton has placed in my hands for examination a number of his preparations with the recipe for each.

His "U I YAU" "As you wish oil" has a wide circulation and is very much used. It is composed of aromatic and stimulant herbs and barks, most of which are well known in our pharmacopœia, together with pingpin (a costly kind of camphor), bishops wort, orris root, with two or three other less known articles, but none of the objectionable substances which enter into many Chinese medicines. It is one of the combinations which has real merits and it is not strange that it has attained so wide a reputation for the relief of maladies for which it is recommended.

DOCTOR J. G. KERR,
Canton Hospital,
China.

CHEONG SHING,
No. 52, Wing Lok Street,
Hongkong,
is appointed Sole Agent for the sale of our Goods.
Hongkong, 26th September, 1899. [2437

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FOUL WATER is the cause of much Sickness on board Ship.

We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.

CALL FLAG W.
J. W. KEW & CO.,
STEAM WATER BOAT COMPANY.
Hongkong, 1st October, 1898. 2069

BOMBAY BURMAH TRADING CORPORATION, LIMITED.
BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS and SCANTLINGS, PLANED, TONGUED, and GROOVED BOARDS, for FLOORING, CEILING, WALLING, &c. TEAK SHINGLES for ROOFING.
PINKADOE RAILWAY SLEEPERS for all GAUGES.
Rates Supplied and Orders Booked by
JARDINE, MATHESON & CO.
Hongkong, 3rd May, 1895

THE NEW FRENCH REMEDY
THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/9 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground), affixed to every genuine package, by order of Her Majesty's Hon. Commissioners, and without which is a forgery.

Sold by A. S. WATSON & CO., LIMITED, Hongkong, China, and Manila. [2282

AMERICAN SYSTEM
OF
DENTISTRY
AT
No. 30, QUEEN'S ROAD CENTRAL.
CHADWICK KEW,
(LATE OF POATE & NOBLE)
Hongkong, 15th September, 1899. 3112

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1899. [2410

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED, is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

WM. PARLANE,
Manager.
Hongkong, 17th February, 1899. 779

SAFES! SAFES! SAFES!

A VARIETY of the World-renowned MILNER'S FIRE RESISTING SAFES for Sale.

GEO. P. LAMMERT,
Duddell Street.
Hongkong 4th October 1897. 1901

DAVID CORSAR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
CANVAS
ARNHOLD, KARBERG & CO.,
3144. Sole Agents

HONGKONG, STEAMERS.

Amoy, German steamer, 687, Wulff, Dec. 23, Sander, Wieler & Co
Bengloe, British str., 1993, Thomson, Dec. 23, Gibb, Livingston & Co
Benlerig, British str., 1,454, Robble, Dec. 25, Gibb, Livingston & Co
Benlomond, British str., 1,785, McIntosh, Dec. 25, Gibb, Livingston & Co
Bormida, Italian str., 1,492, Sartorio, Dec. 27, Carlowitz & Co
Chinese
Deuteros, German str., 1,001, Petersen, Dec. 20, Siemssen & Co
Eastern, British steamer, 3,600, Ellis, Dec. 22, Gibb, Livingston & Co
Esmeralda, British str., 866, Cobban, Dec. 23, Shewan, Tomes & Co
Futami Maru, Jap. str., 2,381, Thom, Dec. 26, Nippon Yusen Kaisha
Hafing, French steamer, 750, Janssen, Dec. 26, A. R. Marty
Hinsang, British str., 1,248, Brockett, Dec. 26, Jardine Matheson & Co
Hirashima Maru, Jap. str., 2,035, Yoshizawa, Dec. 24, Nippon Yusen Kaisha
Hitachi Maru, Jap. str., 3,826, Tod, Dec. 25, Nippon Yusen Kaisha
Hue, French steamer, 704, Merlees, Dec. 24, A. R. Marty
Kassa, British str., 1,153, Sommerville, Dec 26, Butterfield & Swire
Kiangnan, Chinese str., 1,074, Brissander, Dec. 26, Chinese
Kumsang, British str., 2,078, Payne, Dec. 22, Jardine, Matheson & Co
Kungping, Chinese str., 1,742, Symons, Dec. 11, Chinese
Leander, Norwegian str., 1,752, Olsen, Dec. 25, Dodwell & Co., Limited
Lightning, British str., 2,122, Belson, Dec. 18, David Sassoon, Sons & Co
Loongsang, British str., 1,092, Weigall, Dec. 24, Jardine, Matheson & Co
Machew, British steamer, 995, Farrell, Dec. 23, Butterfield & Swire
Mansang, British str., 1,125, Kynoch, Dec. 26, Jardine, Matheson & Co
Menmuir, British str., 1,980, George, Dec. 6, Jardine, Matheson & Co
Nanchang, Brit. str., 1,062, Finlayson, Dec. 23, Butterfield & Swire
Nippon Maru, Jap. str., 3,392, Allen, Dec. 25, Nippon Yusen Kaisha
Patroclus, British str., 3,528, Dickens, Dec. 25, Butterfield & Swire
Prinz Heinrich, Ger. str., 3,902, Supman, Dec. 25, Melchers & Co
Sabine Rickmers, Brit. str., 699, Nasbet, Dec. 15, Arnhold, Karberg & Co
Sandoka, German str., 1,374, Mahle, Dec. 24, Melchers & Co
Siam, British steamer, 992, Holton, Dec. 21, Bradley & Co
Sisan, British steamer, 815, Jones, Dec. 26, Bradley & Co
Strathgyle, Brit str., 3,234, Cumming, Dec. 15, Dodwell & Co., Limited
Swatow, German str., 631, Jespersen, Dec. 25, A. R. Marty
Taifa, German str., 1,046, Schmidt, Dec. 29, Meyer & Co
Triumph, German steamer, 875, Ricke, Dec. 6, Jebsen & Co
Troilus, British steamer, 2,569, Moses, Dec. 25, Arnhold, Karberg & Co
Tsurugisan Maru, Jap. str., 2,560, Naraoka, Dec. 26, Mitsui Bussan Kaisha
Woosung, British str., 1,150, Clegg, Dec. 15, Chinese
Wuhu, British steamer, 1,250, Benson, Dec. 18, Butterfield & Swire
Yungching, Chinese str., 761, Sleeman, Dec. 24, Chinese

SAILING VESSELS

Adolph Obrig, Amr. ship, 1,302, Amesbury, Oct. 17, Standard Oil Co
John McDonald, Amr. ship, 2,128, Storer, Nov. 25, Standard Oil Co
Mary L. Cushing, Amr. ship, 1,349, Pendleton, Oct. 1, Order
Rouse, American ship, 1,823, Whitmore, Oct. 3, Standard Oil Co
Simla, British 4-m. bark, 2,487, Huestis, Aug. 25, Order
Tralee, British 4-m. bark, 1,616, Wright, Dec. 20, Sander, Wieler & Co
Vale of Dean, British bark, 0-8, Paterson, Dec. 11, Order
Waratah, British sch., 94, Haynes, Sept. 23, F. W. Hall
Wm. H. Conner, Amr. ship, 1,424, Erskine, Oct. 14, Standard Oil Co

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 2,000 h.p., Capt. Smith, Dorrier, at Singapore
Algerine, sloop, 6 guns, 1,100 h.p., Comdr. E. J. W. Slade, at Hongkong
Aurora, cruiser, 12 guns, 8,500 h.p., Captain Bayly, at Manila
Barfleur, battleship, 11 guns, 9,000 h.p., Capt. Hon. S. G. J. Colville, C.B., at Hongkong
Bonaventure, cruiser, 10 guns, 7,700 h.p., Capt. E. A. J. Montgomerie, C.B., at Shanghai
Brisk, cruiser, 6 guns, 5,600 h.p., Capt. R. B. S. Wray, at Hongkong
Centurion, flagship, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, at Singapore
Daphne, sloop, 8 guns, 1,440 h.p., Comdr. C. Winnington-Ingram, at Hankow
Endymion, cruiser, 12 guns, 10,000 h.p., Capt. G. A. Callaghan, at Weihaiwei
Esk, gun-boat, 4 guns, 200 h.p., Lieut. and Comdr. C. Chadwick, at Shanghai
Fame, torpedo-boat destroyer, 6 guns, 5,700 h.p., Lieut. and Comdr. Roger Keyes, at H'kong
Firebrand, gun-boat, 4 guns, 360 h.p., in reserve, at Hongkong
Handy, torpedo-boat destroyer, 6 guns, 4,000 h.p., in reserve, at Hongkong
Hart, torpedo-boat destroyer, 6 guns, 4,000 h.p., in reserve, at Hongkong
Hermione, cruiser, 10 guns, 7,000 h.p., Captain R. B. D. Cumming, at Singapore
Humber, storeship, Comdr. H. J. Davison, at Hongkong
Iphigenia, cruiser, 8 guns, 7,000 h.p., Capt H. N. Dudding, at Hongkong
Lizard, gun-vessel, 2 guns, 870 h.p. Com Wm. W. Smythe, at Wuchow
Orlando, cruiser, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, at Hongkong
Peacock, gunboat, 6 guns, 720 h.p., Lieut. Comdr. J. J. Armstrong, at Manila
Phœnix, sloop, 6 guns, 1,100 h.p. Capt. R. P. Cochran, at Hongkong
Pigmy, gunboat, 6 guns, 720 h.p., Lieut.-Comdr. C. J. F. Green, at Weihaiwei
Plover, gunboat, 6 guns, 720 h.p., Lieut.-Comdr. C. V. de M. Cooper, at Manila
Rattler, gunboat, 6 guns, 600 h.p., Lieut. Hon. G. A. Hardinge, at Singapore
Redpole, gunboat, 6 guns, 720 h.p., Lieut.-Comdr. F. E. Hancock-Beck, at Hongkong
Sandpiper, river gunboat, 2 guns, Lieut. and Comdr. Carr, on Hongkong
Snipe, river gunboat, 2 guns, 240 h.p., Lieut.-Comdr. Oldham, Yangtze
Swift, gun-vessel, 2 guns, 870 h.p., in reserve, at Hongkong
Tamar, receiving ship, Commodore Francis Powell, C.B., at Hongkong
Tweed, gunboat, 3 guns, 200 h.p., Lieut.-Comdr. H. E. Hillman, at West River
Undaunted, armoured cruiser, 12 guns, 5,500 h.p., Capt. A. C. Clarke, at Hongkong
Victorious, battleship, 16 guns, 10,000 i.h.p., Captain A. Schomberg, at Weihaiwei
Waterwitch, surveying ship, 450 i.h.p., Lieut.-Comdr. W. Pudsey Dawson, at Hongkong
Whiting, torpedo-boat destroyer, 6 guns, 5,900 h.p., Lieut. and Comdr. Kelly, at H'kong
Woodcock, gunboat, 2 guns, 560 h.p., Lieut. and Comdr. Watson, at Shanghai
Woodlark, gunboat, 2 guns, 550 h.p., Lieut. R. A. Norton, at Shanghai
Vivern, coast defence ship, armoured, 4 guns, 1,000 h.p., at Hongkong

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Korniloff, Russian protected cruiser, 36 guns, 9,000 h.p., Capt. Jakovleff, at Nagasaki
Alcout, Russian gunboat, 3 guns, 1,200 h.p., Capt. Elkisky, at Vladivostock
Aspic, French gunboat, 6 guns, 453 h.p., Capt. Journet, at Bangkok
Baltimore, American protected cruiser, 10 guns, 10,064 h.p., Capt. J. M. Forsyth, at Manila
Bennington, Amr. gunboat, 6 guns, 2,436 h.p., Comdr. C. H. Arnold, at Manila
Bobre, Russian gun-vessel, 13 guns, 1,150 h.p., Capt. Dobrovolsky, at Port Arthur
Callao, American gunboat, 1 gun, 55 h.p., Lieut. B. Tappan, at Manila
Carlo Alberto, Italian cruiser, Comdr. Roberto, at Amoy
Castine, American gunboat, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila
Celtic, American supply ship, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila
Concord, Amr. gunboat, 6 guns, 3,495 h.p., Com. S. M. Ackley, at Manila
D'Entrecasteaux, French flagship, 14 guns, 13,500 h.p., Capt. de Marolles, at Saigon
Descartes, French cruiser, Capt. de Valessen, at Kwangchauwan
Deutschland, German cruiser, 8,000 h.p., Capt. Muller, at Bangkok
Dimitri Donskoy, Russian armoured cruiser, 34 guns, 7,000 h.p., Com. Sharon, at Vladivostock
Don Juan de Austria, Amr. monitor, Captain Rowin, at Hongkong
Dubouet, French gunboat, 8 guns, 2,050 h.p., Capt. Cazeilles, at Saigon
Elba, Italian cruiser, 18 guns, Capt. Cecconi, at Shanghai
Etna, Italian cruiser, Capt. Giovannie Giosello, at Singapore
Gridamak, Russian torpedo boat, 18 guns, 3,500 h.p., Captain Serebrennikoff, at Vladivostock
Gefion, German cruiser, 10 guns, 9,000 h.p., Capt. Rollmann, at Bangkok
Glacier, Amr. supply ship, Lieut.-Comdr. J. B. Briggs, at Manila
Gromiatschy, Russian armoured cruiser, 12 guns, 2,000 h.p., Capt. Miklashevsky, at P. Arthur
Hansa, German cruiser, 35 guns, Capt. Pohle, at Shanghai
Helena, American gunboat, 8 guns, 1,993 h.p., Com. E. K. Moore, at Manila
Hertha, German cruiser, 30 guns, —h.p., Capt. von Usedom, at Hongkong
Ilis, German gunboat, 10 guns, 1,600 h.p., Capt. H. H. Lans, at Kiaochau
Irene, German cruiser, 22 guns, 8,000 h.p., Capt. Obenheimer, at Nagasaki
Iris, American distilling ship, 1,390 h.p., Comdr. W. H. Everett, at Hongkong
Isla de Luzon, Amr. cruiser, Captain Rowan, at Hongkong
Isla de Cuba, Amr. cruiser, Captain Gyles, at Hongkong
Jagt, German cruiser, Captain Kinderling, at —
Jean Bart, French cruiser, 10 guns, 8,000 h.p., Capt. Auber, at Kwangchauwan
Kaiserin Augusta, German cruiser, 20 guns, 14,030 h.p., Capt. Goetsch, at Shanghai
Korsair, French gun-vessel, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon
Korovetz, Russian cruiser, 9 guns, 2,150 h.p., Capt. Sillmann, at Port Arthur
Liberal, Portuguese gunboat, 3 guns, 500 h.p., Comdr. Cunha Lima, at Hongkong
Liguria, Italian cruiser, Captain S. Casella, at Shanghai
Lion, French gunboat, Captain Amet, 4 guns, 500 h.p., at Hongkong
Mandjour, Russian cruiser, 14 guns, 1,400 h.p., Captain Yakovleff, at Vladivostock
Manila, American gunboat, 2 guns, 754 h.p., Lieut.-Comdr. A. P. Nazro, at Manila
Marco Polo, Italian cruiser, 22 guns, 10,000 h.p., Captain Ed. Incoronato, at Singapore
Moeve, German gunboat, Captain Merten, at Samoa
Monadnock, Amr. double-turret monitor, 6 guns, 3,000 h.p., Capt. J. McGowan, at Manila
Monocacy, American gunboat, 6 guns, 850 h.p., Comdr. Geo. A. Bicknell, at Shanghai
Monterey, Amr. double-turret monitor, 4 guns, 5,214 h.p., Com. E. H. C. Leutze, at Manila
Nanshan, American collier, Lieut. L. A. Kaiser, at Manila
Navarin, Russian battleship, 3 guns, 1,150 h.p., Captain Yenish, at Port Arthur
Oregon, American battleship, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, at Hongkong
Otvazny, Russian armoured cruiser, 12 guns, 2,500 h.p., Com. Coprinoff, at Nagasaki
Pamiat Azova, Russian armoured cr., 36 guns, 8,000 h.p., Capt. Nidermiller, at P. Arthur
Pascal, French cruiser, 11 guns, 8,500 h.p., Capt. Motet, at Kwangchauwan
Petrel, Amr. gunboat, 4 guns, 1,035 h.p., Com. C. C. Cornwell, at Cebu
Piemonte, Italian cruiser, 12 guns, 12,010 h.p., Captain F. Guillani, at Singapore
Presidente Sarmiento, Argentine frigate, 16 guns, 2,000 h.p., Capt. Bathelier, at Manila
Princeton, American gunboat, 6 guns, 840 h.p., Comdr. Harry Knox, at Manila
Rossia, Russian cruiser, Capt. Domojiroff, 22 guns, 14,500 h.p., at Vladivostock
Rurik, Russian flagship, 48 guns, 13,500 h.p., Com. Haupt, at Nagasaki
Silitch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baranoff, at Vladivostock
Sissoi Veliky, Russian battleship, 14 guns, 8,600 h.p., Capt. Mollas, at Port Arthur
Sivutch, Russian gunboat, 13 guns, 1,200 h.p., Capt. Sobatin, at Port Arthur
Surprise, French gunboat, 2 guns, 900 h.p., Capt. Plessix, at Saigon
Vauban, French cruiser, 11 guns, 4,560 h.p., Captain Blondel, at Kwangchau Wan
Vladimir Monomach, Russian cruiser, 16 guns, Captain Prince Ouchtomsky, at P. Arthur
Vesdnik, Russian torpedo-boat, 18 guns, 1,500 h.p., Capt. Rozulia, at Vladivostock
Wheeling, American gunboat, 4 guns, 1,081 h.p., Comdr. W. F. Burwell, at Manila
Yorktown, American gunboat, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila
Yosemite, American converted cruiser, 10 guns, 7,600 h.p., Captain G. E. Ide, at Guam
Zabiaka, Russian cruiser, 22 guns, 2,000 h.p., Capt. Shkiraff, at Port Arthur
Zafiro, American despatch-vessel, Master A. M. Whitton, at Hongkong